

MANUFACTURERS' RECORD

A Weekly

Southern Industrial and Hardware

Newspaper.

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WEEKLY.

BALTIMORE, MAY 25, 1889

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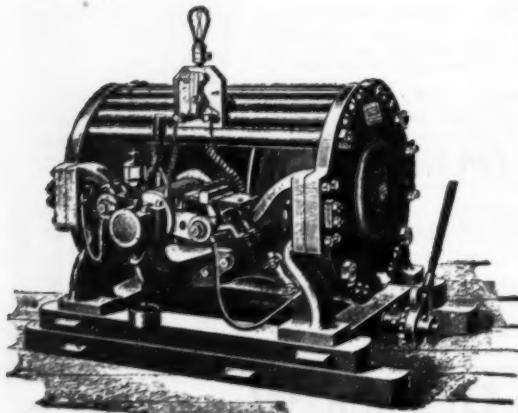
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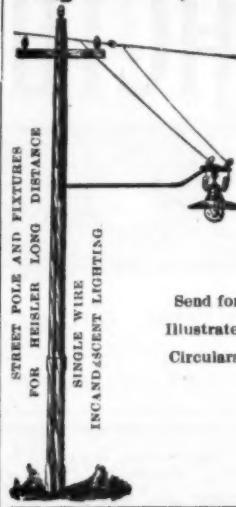
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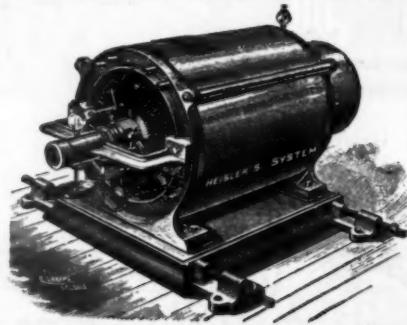
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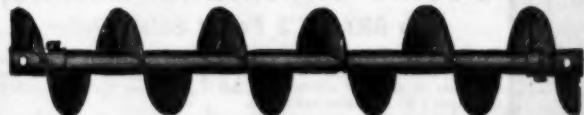
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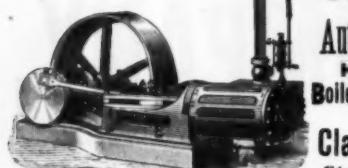
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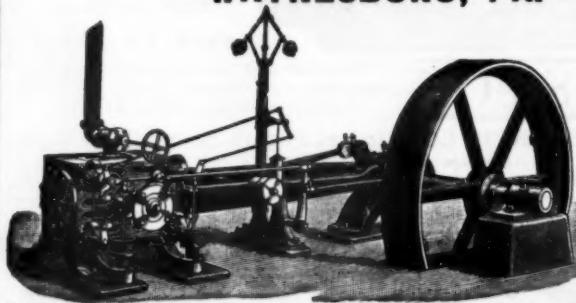
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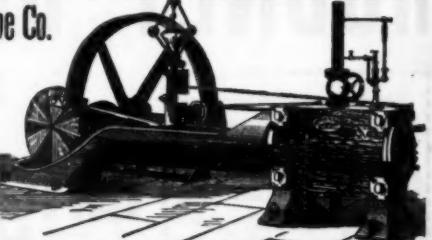
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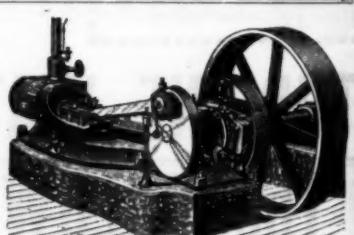
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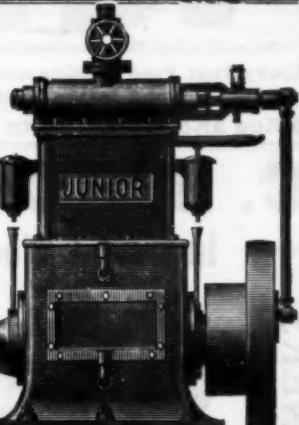
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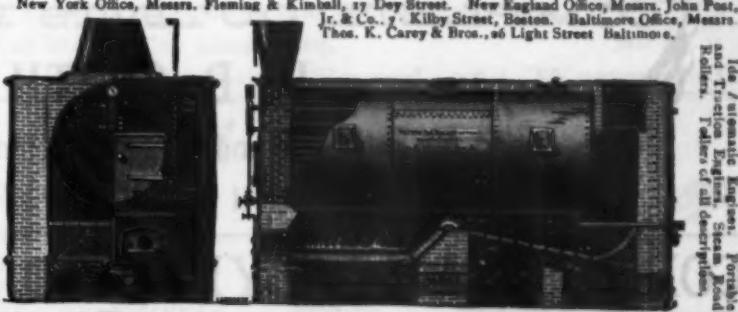
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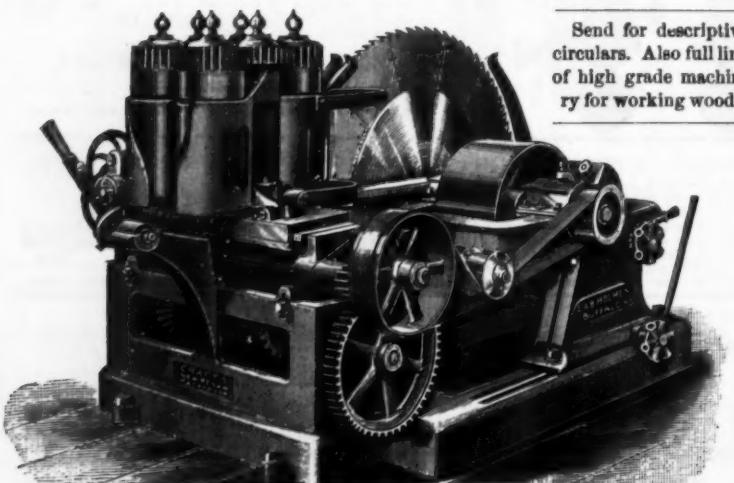
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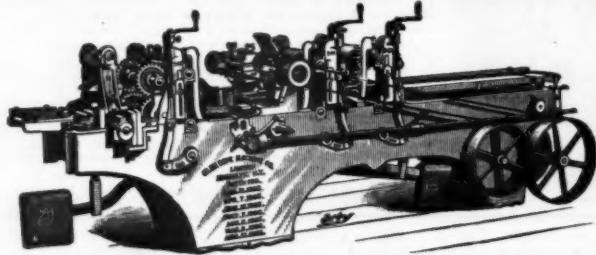
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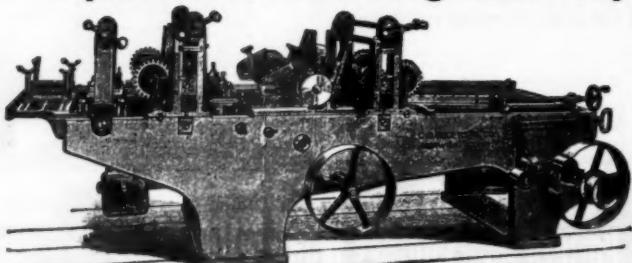
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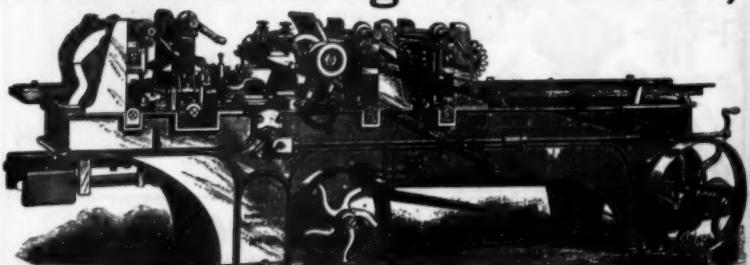
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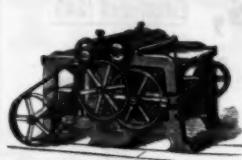
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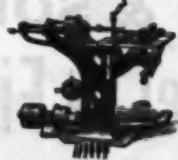
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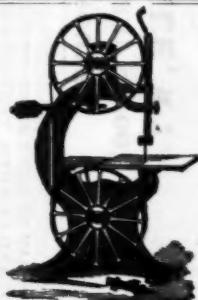
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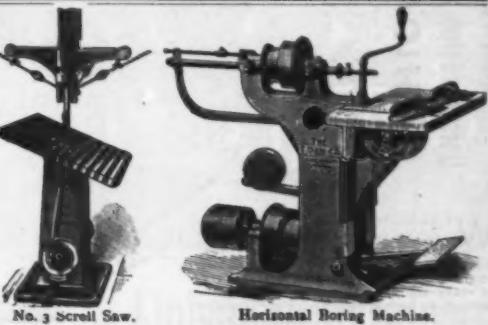
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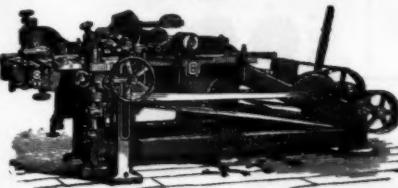
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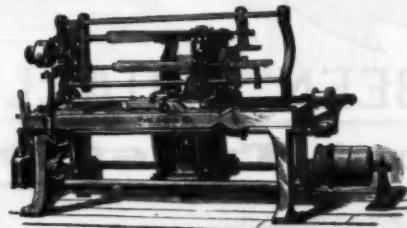


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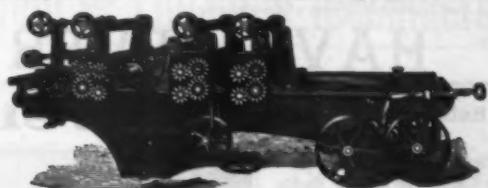
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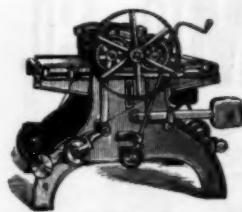
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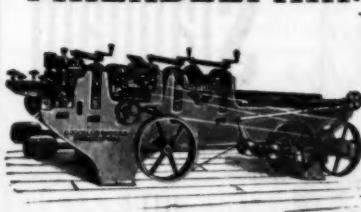
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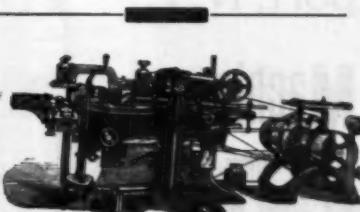
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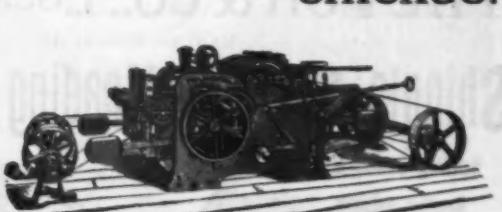
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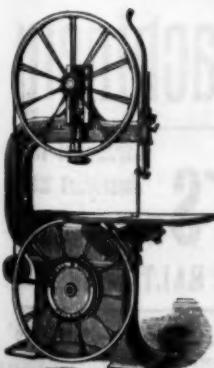


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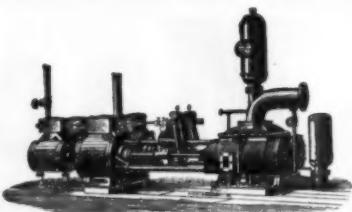
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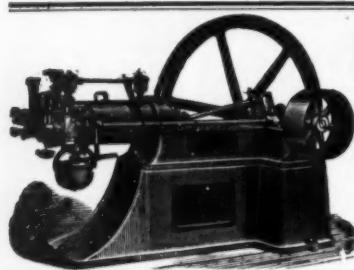
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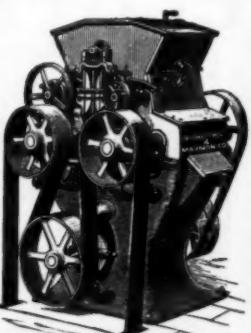
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THOMAS P. GRASSTY, Southern Staff Correspondent.
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BALTIMORE, MAY 25, 1889.

INTEREST in the "Three Americas" Exposition is increasing throughout the country. Secretary Anderson, of the Board of Promotion, is daily in receipt of letters from boards of trade and similar bodies notifying him of the appointment by them of standing committees to take charge of the subject. Among these the South is represented as follows: St. Louis Merchants' Exchange, New Orleans Board of Trade, New Orleans Maritime Association, Baltimore Corn and Flour Exchange, Baltimore Chamber of Commerce, Baltimore Shoe and Leather Board of Trade, Richmond Chamber of Commerce, Atlanta Manufacturers' Association, Greenville (S. C.) Board of Trade, St. Joseph (Mo.) Board of Trade. In addition to these nearly all similar bodies in the South have announced their intentions to take like action at meetings soon to be held. As the proposed exposition will not be held until 1892, these indications of general public interest are somewhat remarkable, for they come from commercial bodies whose members are generally too fully occupied with the business of the present and the near future to give time or thought to public events several years ahead. It is a sign full of promise for the proposed exposition, however, for when all the business organizations of the country show such marked interest in the movement the 51st Congress will be compelled to give it due attention.

Referring to this, Hon. Marriott Bro-sius, member elect from one of the Pennsylvania districts, recently wrote to Secretary Anderson: "The idea is one of colossal grandeur. Every American is interested in making it the splendid success its importance deserves. Its value to the United States in a commercial point of view cannot be overstated. I will be happy to promote the enterprise in every possible way." This sentiment should prevail in Congress and through the country, and wherever it is lacking local newspapers and boards of trade must furnish the information which alone is necessary to create it.

THE Terry Showcase Co., of Nashville, Tenn., under date of May 16, write:

We enclose you \$4 and want to be considered subscribers just as long as you make as good a paper as you are now making and remain earnest, true friends of the South. Just ask us for this \$4 once a year.

Still Greater Prosperity Ahead.

We believe the facts will sustain the assertion that the MANUFACTURERS' RECORD has never made a prediction regarding the development of the South which has not been fully verified. And with this reputation to sustain, we feel safe in predicting that the coming summer and fall will witness greater activity and more substantial progress in the South than has yet been seen. Everything points that way. The present low prices of iron are almost certainly to be followed in less than six months by a very decided advance, which will mean great prosperity to the now extensive iron-making interests of the South. Southern furnaces will stand the low prices which are compelling Northern furnaces to blow out so well that the advantages of this section for iron-making will command universal attention and cause the investment here of many millions of dollars, just as the boom of 1886-87 followed the demonstration that Alabama furnaces could live through the low prices preceding that period and make money. The basic steel industry will in all probability be well under way, at least, towards the establishment of one or more plants, before early fall, and the iron business in all its branches will be receiving wider attention than it has even yet commanded.

Cotton mills and cotton-seed oil mills are enjoying a season of much prosperity and yielding large profits to their owners, while many new mills are going up in all directions. In the wood-working interests there is great activity and no complaint of lack of profits. Railroads in the South are doing better than in any other section, and the volume of their traffic is rapidly increasing with the development of manufactures. Surveying the whole field of industrial enterprise, the South is prosperous and progressing, with brilliant prospects for the balance of the year.

The agricultural interests generally are in fairly good financial condition, better than for many years, and another season of large crops would bring an immense amount of surplus money into the hands of the most progressive farmers. Early crops promise well, and whether the yield of cotton should be large or small, it would bring a large revenue to the farmers. The world's consumption of this staple is now so great that even an extraordinarily large yield would be absorbed at profitable figures, while a short crop would force prices to a point to yield big returns to the planters.

Added to all these favorable conditions is the interest aroused throughout the country, and especially in New England, about Southern investments. Millions and tens of millions of Northern money are going to seek investment South within the next six months, and we are destined to see a flow of money and industry

Southward little dreamed of two years ago. The present activity is only the beginning of the harvest.

The outlook is indeed inspiring.

A Wonderful Plant.

Those Western cities in which pork packers abound make good use of every part of the hog. Nothing is wasted; even the contents of the stomach, as well as the hoofs, the bristles and the blood, are utilized with profit. What the packers have done in their business, has been done for cotton growers by chemists and manufacturers. Once the lint was supposed to be the only part that had commercial value. Later, the introduction of oil mills made markets for the seed, which, after passing through them, furnished the new commodity, cotton-seed cake and meal. Experiments with the stalks have shown that from them can be obtained a fibre of unusual excellence for many purposes, and its production in large quantities is but a question of time. But the latest and most interesting discovery is that the hulls from the oil mills are excellent food for all kinds of cattle. In a recent issue, the *Progressive Farmer*, of Raleigh, N. C. (an excellent agricultural paper) has an editorial on "cotton-seed hulls as feed stuff," in which sundry facts are stated, among them the following:

"From the Director of the Arkansas Experiment Station we learn that Capt. Wright, of Little Rock, is feeding about 2,000 cattle, and that about 15,000 are being fed at Fort Smith, as a test of the value of the hulls as food, and the results thus far are highly satisfactory. The ration given daily to each one is 25 pounds of the hulls and 5 pounds of the meal. The gain of the cattle has been surprising. The average gain per week is 22 pounds. The hulls are worth about \$2 per ton—the meal varies, averaging about \$15 per ton. This report is corroborated by Mr. W. G. Upchurch, of this city, whose experiments along the same line have been highly satisfactory and encouraging. Mr. Upchurch some months ago penned 40 steers and has fed them exclusively on cotton seed meal and hulls—the ration daily to each being from 20 to 25 pounds of the hulls to 4 to 5 pounds of the meal. His cattle kept in good, healthy condition, and thrived from the beginning. He informs us that he has fed and fattened them at a cost of seven cents per day per head."

In the letter from Tarboro, published elsewhere in this issue, will be found ample corroboration of these statements. It is evident that cotton-seed hulls will eventually constitute no insignificant part of the profits of the oil mills, while they will result in material gains to those farmers who use them. Most, if not all, of the mills use hulls for fuel, and in this way dispose of a small part of their supply. They have been glad to have the neighboring farmers cart away all they wanted for bedding for their cattle, to keep down the rapidly accumulating heaps. But when farmers generally learn that they can buy food for their stock at \$2 per ton, and that it, passing through the laboratory of an animal's digestive organs, be-

comes a valuable fertilizer, there will be a demand for all the mills produce.

In a recent number of the MANUFACTURERS' RECORD mention was made of the discovery that butter produced from the milk of cows which were fed in part on cotton-seed meal resisted heat better than any other, and that consequently such butter, if properly made, would command the highest market price. It now appears, from the instances herein given, that a small quantity of meal added to a liberal allowance of hulls, is an excellent and very cheap fat producing food. To dairying may therefore be added the raising of stock for the shambles as among the outcomes of the cotton plant. It is indeed a wonderful plant.

AFTER English capitalists have finished buying up all the breweries in America, they will probably turn their attention to other manufacturing enterprises. We would not be surprised to find them looking around among Southern cotton mills and iron furnaces in the near future. There are chances there that are very tempting to moneyed people. The world's future center of the iron and steel trade and cotton goods manufacture is in this favored section, and fortunate are they who, realizing this, plant their surplus capital here, for the harvest will be a rich one.

THE Llano Improvement & Furnace Co., of which Mr. Henry Exall, of Dallas, Texas, is president, have issued a large map showing the location of Llano and its projected railroad. The old town of Llano, which already has a population of about 1,000 or more, is admirably located in every respect, and with the great developments which will follow the big industrial enterprises to be started there a very rapid growth may be looked for. The enormous quantity of the highest grade of Bessemer ore which is found at Llano, and which is to be the basis for extensive iron works, justifies the expectations of a very prosperous future for this place.

NEW ENGLAND cotton mills are enjoying great prosperity, and if they can earn such large profits, how much better ought Southern mills, which have the raw material at their very doors, be able to do. The quarterly reports of the Fall River mills show that for the first three months of the year every mill declared a dividend. The smallest was 1½ per cent., or at the rate of 6 per cent. a year, and from that the figures ranged up to 6 per cent. or 24 per cent. a year, two mills paying this, while a number paid 3 per cent., 4 per cent., and one 5 per cent. The average for 32 mills with a capital of \$18,000,000 was 2.71 per cent., or at the rate of 10.84 per cent. a year. The demand for goods is reported in excess of the supply. The South can regard these figures with much satisfaction, for they give a hint of the possibilities of this industry in that section.

A New Railroad.

Many important railroad moves are being made in the South, and one of the most significant is the organization of the Brierfield, Blocton & Birmingham Railway Co. This company has a capital stock of \$2,000,000. It proposes to build a road from a point in Shelby county, Ala., on the line of the East Tennessee, Virginia & Georgia railway, at or near Montevallo, and thence through the counties of Shelby, Bibb and Jefferson, to Birmingham, in the county of Jefferson, with a branch to Blocton, in the county of Bibb, a distance of eighty miles.

This road is, it is said, to be rushed through without delay. It is an extension of the Mobile & Birmingham Road, which now runs through trains from Selma to Mobile.

The Mobile & Birmingham is owned by the East Tennessee, Virginia & Georgia Co., and the trains run over the main track of that road from Selma to Marion Junction, and it is proposed in the new route to run over that line to the interception of the branch at or near Montevallo, and from there to Birmingham over the portion proposed to be built at once. Surveyors are already in the field, and as soon as the route is located and the right of way obtained the contracts for the entire route will be awarded and work commenced all along the entire route. When it is completed the East Tennessee, Virginia & Georgia will have a competing line with the Louisville & Nashville from the coal and iron centers direct to the gulf.

THE Philadelphia Inquirer, in a half-patronizing style, talks about the development of the South and its ultimate effect on Northern cotton mills and iron furnaces, and says:

Until recently the few cotton factories that were in operation there contented themselves with making only the coarser grades of cotton cloths. This was due to the lack of enterprise in Southern capitalists, who have been disposed to go on in the easy paths of their fathers, leaving to outsiders the work of improvement. The influx of Northern men has wrought a marvelous change, however, and modern machinery is now being put in many of the cotton mills.

Are Northern papers never going to learn? Can they not for once admit that it is Southern energy and enterprise which has made possible the present era of progress. That Southern men built and run the cotton mills and the furnaces that demonstrated the possibilities of this section, and then Northern capitalists, quick to see a good thing, followed in their lead. A more utterly absurd paragraph than the above has rarely been penned. The South bids a warm welcome to Northern men and money, but it must be remembered that Southern brains and Southern enterprise laid the foundation for this great development, and are to-day the most potent factors in it.

Subscribe to the MANUFACTURERS' RECORD.

The Texas Spring Palace.

Some months ago the live and progressive citizens of Fort Worth, Texas, one of the most enterprising cities of the great Southwest, determined to make an effort to attract attention to the Panhandle or that portion of Texas of which Fort Worth is destined to be the metropolis. Accordingly, they concluded that an exposition, or as it is termed, a "Korporama" of the resources and products of Texas would best attain the end sought. They resolved, therefore, to erect a Spring Palace with a floor space of 60,000 square feet, constructed entirely of the products of the Lone Star State. The structure is artistic in design, and every resource of taste and ornamentation has been taxed to add to its attractiveness. It is surrounded by a park or garden filled with the flora of Texas.

The exposition will be to Texas what the centennial was to the United States. It will set forth to the eyes of Texans and people from other States the resources of that imperial Commonwealth as they were never before exhibited. People are wont to regard Texas as the land of bronchos and cowboys, and liken the State to the pampas regions of South America, and yet, with all its picturesque diversities of social organization, the Lone Star State can show an amount of enterprise, push, progress, refinement and culture that many older Commonwealths cannot surpass. Texas is the New York of the South, and in the not distant future will be the Empire State of the Union. Her people could, if destiny so decreed, be a self-sustaining nation, for scarcely any industry is pursued that could not be successfully conducted within her confines and from her own products, coal, iron, cotton, wool, wood; in fact, the catalogue of raw materials upon which industry is exerted are found or raised within her borders.

Reduced excursion rates, one fare for the round trip, have been secured for the exposition, and there is every reason to believe that a multitude of visitors will be attracted to Fort Worth during its continuance. The citizens of that enterprising city have spared no pains to make the project a success, and they deserve the fullest measure of support. Elegant lithographs of the Spring Palace and complete information upon its purposes have been issued, and, in truth, no means have been left untried to advertise the exposition. To all who would wish direct information upon the resources and possibilities of Texas we would say visit the Spring Palace.

DALLAS, TEXAS, is to have a new bank with cash capital of \$1,000,000.

THE earnings of the South Carolina Railroads for April were \$764,506, against \$712,817 in April of last year, showing an increase of \$51,688.

A Great Enterprise.

One of the most stupendous enterprises, when its far-reaching influence upon the future of a great section of country is taken into account, that has been undertaken for many years by private capitalists, is the building of a new port in Texas as an outlet for the vast trade of that State. Industrial towns are being started almost daily, but it is a rare thing to find a new port started by private enterprise. But Texas needs a deep-water port, and for years the most vigorous efforts have been made to induce Congress to appropriate sufficient money to deepen the harbor at Galveston. Without waiting on Congress, a number of leading capitalists have organized a company with a capital stock of \$2,000,000 and bonds for \$2,000,000, and now have 500 or 600 men at work, soon to be increased to 1,200, developing a harbor at the mouth of the Brazos river, from which point a railroad will be built to Houston. The Brazos River Channel & Dock Co., of Fort Worth, which is carrying out this enterprise, has issued a very handsome pamphlet giving an outline of the scheme. There seems to be no doubt of their success in building a deep-water harbor, and if successful in this, the place must inevitably become one of the most important cities on the Gulf coast. The vast country tributary to such a port would quickly develop a great export and import trade.

EVERYTHING indicates that the prediction of the MANUFACTURERS' RECORD that the pig iron war will prove of inestimable value to the South is soon to be fulfilled. The discussion of the subject has attracted the attention of the whole country to the marvelous resources of this section.

THE planters of the South have determined that they will not use jute bagging. They propose to win the fight, and the MANUFACTURERS' RECORD is sure that they will do it. One of the good effects of their united action on this subject is that they have demonstrated to the world that Southern farmers, so often claimed to lack enterprise, can be as energetic and wide-awake as the most pushing New Englander when the occasion demands it.

THE Birmingham Chronicle claims that Mr. Hewitt is now in Europe for the purpose of forming a \$30,000,000 company to purchase and consolidate all the leading iron companies in Alabama. The scheme is rather too large to be accepted as reliable, and the other Birmingham papers ridicule it. The Chronicle, however, persists in its statements. We hardly think, though, that it is correct. There is a big combination being worked up, which may or may not materialize, and possibly this is the foundation for the reports which the Chronicle publishes.

Steel Making at Birmingham.

When Mr. Fred. Sloss became interested in the Henderson Steel Co., of Birmingham, some months ago, the MANUFACTURERS' RECORD said that it probably meant some important work towards the practical development of steel making there. This has proved true. The company has decided to spend \$60,000 in building a new plant with all the improvements that their long experimental tests have shown to be advisable. In referring to this, Mr. Sloss said:

The present Henderson plant has made the first really fine razor and tool steel that has ever been made in this country. I made a test of the Henderson steel at our quarries where diamond drills made of magnificent steel are used. Our blacksmith beat out the ingot and made a tool that stood twice as long as Black Diamond steel.

Somebody must lead out in this matter of steel making, and we have decided to do it. We have learned by experience the weak and strong points of the Henderson furnace, the first of its kind ever built, and what we have to do is to correct mechanical defects that rendered the furnace frictionary.

The great trouble with the present Henderson steel plant has been that the dolomite bottom took up the phosphorus, and a percentage of the bottom was converted into slag, making it necessary to put in new bottoms very frequently. We have now put in a bottom of material that does not do this. All dephosphorization is now by oxidizing the phosphorus and silica and by the peculiar composition of gases converting the phosphorus into phosphated hydrogen. The experiments made eighteen months ago showed 35 per cent. of the phosphorus to be unaccounted for, and we have no doubt it passed off as phosphated hydrogen in the gases. The Henderson process is now an incontrovertible success.

THE Standard Oil Co. wants the earth, and if it keeps on it will get it in the course of a few years. Besides its collection of side issues in the way of railroads, street railways, gas companies, mines, cotton oil trusts, etc., it has just gobbled up a white lead trust and is looking over its shoulder for more.—Fort Worth (Texas) Gazette.

Yes, and in a short time, if reports are true, you will find the Standard taking an active part in iron and steel matters. The tendency is that way, and some of the big enterprises to be started in the near future will in all probability be children of the Standard Oil Co.

Two weeks ago we called attention to the high price obtained for \$150,000 of Anniston city bonds as an illustration of the improving financial credit of the South. Chattanooga follows this up with a sale of \$75,000 of 6 per cent. bonds at \$113.27, while a number of other bids were but a shade lower. This is a gratifying evidence of the attention which Southern securities are now commanding in the North. The flow of capital South and the consequent lowering of the cost of money for all commercial purposes, will enable the manufacturers of that section to compete with the North even more strongly than heretofore, for the high discount rates have been a serious drawback.

MR. T. J. MCSPEDEN, of Baltimore, who is now in the South with English capitalists who are looking for timber lands, writes to the MANUFACTURERS' RECORD that they will buy 400,000 to 500,000 acres in Georgia and Florida, and erect a large lumbering plant.

TWO weeks ago the MANUFACTURERS' RECORD said that in the near future basic steel works would be established in the South on a large scale by some of the foremost iron and steel makers of America. We knew whereof we spoke. Mr. Hewitt's remarks on this subject before a gathering of English iron and steel men, which have attracted so much attention lately, can easily be interpreted by those who read carefully. The South is about to enter upon the most brilliant era in the history of its iron trade, and steel-making is now to be one of its great industries.

CHAMBER OF INDUSTRY is the name adopted of late in some of the older Southern towns for associations composed of enterprising citizens who have organized for effective work in behalf of their respective communities. These chambers combine some of the functions of boards of trade and chambers of commerce, with others that do not usually come within the scope of such organizations. They are intended to be centers for the creation of public sentiment in favor of progress, for co-operative work in the introduction of new industries; also for gathering and disseminating information, and for promoting the upbuilding of the places in which they are located and of the contiguous agricultural districts. Such organizations can do a world of good if conducted with zeal and discretion, and the more of them there are in the South, the more rapid will be its prosperity.

In a recent issue of the MANUFACTURERS' RECORD particulars were given of the electric railway for package business, which is being developed by the Baltimore Electro-Automatic Transit Co. Following the same line the New York World tells of a new electric railway that has been planned between New York and Boston which, it is claimed, will make four miles a minute. John G. Williams, of New York city, is the inventor. He proposes to transport packages from city to city—230 miles—in less than an hour. He will also take passengers if they will ride. The World says:

"His machine consists of a magnetic car, hanging from a single rail, where it follows a streak of electricity. With one horsepower it is said that one ton can be thus transported at a distance of 1,440 miles a day at a cost of 30 cents. This, in mail matter, would represent some 2,880,000 letters, and by this system packages of mail could be sent off every five minutes if necessary, thus preventing large accumulations. The single track is to be carried on tripods some distance above the ground, and the cars will pass through coils of insulated wire at intervals."

FLORENCE,

The Artery of Southern Commerce.
The Future Distributing Point
of the South—Her Railroads
and their Connections

Other Manufacturing Establishments.

FLORENCE, ALA., May 18, 1889.

Editor Manufacturers' Record:

Every great city owes its growth to fortuitous circumstance of position, or advantage in proximity to some great staple of production. One has been built up by being upon a deep and secure harbor, where the navies of commerce may ride safely at anchor; another has risen by being close to iron and coal; others still, by railroads centering upon them and making them distributing points for vast tracts of country that look to them for their supplies; and yet, others by being upon the navigable rivers of the land. In them are accumulated the fortunes of our country. Their looms, furnaces, foundries, factories and warehouses pour out their products like great conduits, furnishing everything, both luxuries and necessities, not only to their own but to the people of other lands. Any one of these advantages has shown itself capable of making a city, for they draw to themselves brains and capital, as of necessity. What, then, is too much to look forward to in a city possessing all of these except the first.

Florence stands upon the limestone, with inexhaustible supplies of the best iron ore on the one hand and thousands of square miles of coal upon the other. At her feet is the noble Tennessee; around her lies the far famed valley of the river, a region unexcelled for fertility, except, it may be, by the Valley of the Mississippi, producing bountiful harvests of corn and cotton. She has the railroads also—the Memphis & Charleston, the Nashville & Florence and the Birmingham, Sheffield & Tennessee River Railroad are enough in themselves to mark her progress, but the Florence Northern, now in rapid progress toward completion, will be the crowning jewel in her coronet. Looked at in itself it seems but a small affair when compared with some of the mighty systems of our land, but take the trouble to look farther, and it will be seen that it is destined to be the artery of commerce to Southwestern Tennessee, Alabama and Eastern Mississippi. From Florence it is being pushed through the ore fields and virgin hardwood forests of Wayne and Lewis counties, Tennessee to Linden, where it will be met first, by the Tennessee Midland, crossing it on its way from Memphis to Nashville; second, by the St. Louis & Paducah, a part of the Cairo Short Line, a new road now under contract and being graded as fast as money and energy can force it; next, by a road starting from Evansville, Indiana, running thence to Morganfield, and thence through Tennessee to Dover, eighty-five miles of which is already completed and the remainder under construction, making in all a huge funnel, of which the Florence Northern is the spout through which their tonnage must flow to reach a market. The terminus of the Florence Northern is at Florence, hence Florence must be the distributing point for this influx. She has already air line connections with Nashville, Louisville and Cincinnati. Via Birmingham are quick routes to Montgomery, Mobile, New Orleans and Atlanta. The junction at Linden with the Tennessee Midland will give, at Jackson, connections with the Illinois Central, while from Cairo, on this road, are direct routes West and Northwest. When completed to Dover there will be good connections via Paducah, Ky., to both St. Louis and Chicago, and also an air line to Evansville, Ind. These systems

of railroads will all interchange with the Florence Northern. To estimate the importance of this traffic it is only necessary to quote from a letter of Geo. W. Clarke, Esq., president and general manager of the Cairo Short Line, with which the Northern will connect. He says their road alone exchanges three hundred cars of pork and corn daily for Southern market with the Illinois Central at Du Quoin and that a fresh meat line has been established and three hundred new refrigerator cars have been ordered for the Southern trade.

The Florence Northern will carry, in addition to this freight, which is bound to use its tracks, thousands of tons of ore to feed the furnaces of Florence and millions of feet of lumber to supply her manufactures in wood.

Attracted by the advantages of cheap iron, abundance and cheapness of all kinds of hardwoods necessary to their work, superior facilities for transportation and the great advantages of a healthful climate and absence of taxation, the mammoth Atlanta Wagon Works are removing their whole plant to Florence, and already their new buildings, fronting upon the Belt Line Railroad and backed by the Tennessee river, are taking shape and form. This company will alone employ two hundred hands, and expects to turn out ten thousand farm and road wagons per annum. Supplied by both river and railroad with the best qualities of oak, hickory, ash and poplar at prices that would make the Western manufacturer stare, and drawing their iron from furnaces that can turn out pig at \$10 per ton at a profit, with skilled labor following them from their former site, this is but the forerunner of a home supply of a long felt want. This industry, with its corps of wheelwrights, blacksmiths, painters and mechanics, two hundred strong, is enough to make a little town of itself. Its pay roll is a large one, for these men are skilled artisans, and their wages are proportionately higher than those of common laborers. With them will come their wives and children, and following in their wake, the "butcher and baker and candlestick maker," to quote the old nursery rhyme. For them houses must be built, carpenters employed, and the already overtaxed saw and planing mills of Florence must work night and day to supply the demand.

Major Briggs, of Russellville, Ky., will place his large stave mills just above and adjoining the Atlanta Wagon Works. He has traveled through the entire South, where he has interests in several States, looking for a location, but has come back to Florence, which he says is good enough for him. He employs upwards of 150 men and boys, but a number of these will not be at Florence, being engaged in lumbering, rafting, &c., upon the river.

Every day brings some one to Florence, looking for a location and but few go away dissatisfied. She has room for all, and gives to all comers a courteous and hearty greeting.

Confident in her resources, aware of her present prosperity, and conscious of her great future, she extends the hand of welcome to North, South, East and West. With her the past is "as a thing of night," her present is here to speak for itself in clarion tones, while the finger of destiny foreshadows for her triumphs of industry and success such as her founders never dreamed of.

GOODWIN H. WILLIAMS.

COTTON MILL TO BE ENLARGED—COLUMBIA FACTORY, N. C., May 17, 1889.—We are going to build an addition to our cotton mill this summer. We expect to have the biggest town in this section soon after the completion of the railroad from Millboro to this place. COLUMBIA MANUFACTURING CO.

A New Industry for the South.

[Special correspondence MANUFACTURERS' RECORD.]

TARBORO, N. C., May 17, 1889.

Edgecombe is an ancient county, and Tarboro, its capital city, is nearly as old. The first was set apart by the provincial legislature in 1760, and the town plat was laid out later the same year, but the place was not incorporated until 1772, when Captain General Josiah Martin, in the twelfth year of the reign of George III., ratified an act of the provincial assembly to that effect and granted the charter. The town lies on the Tar river, and covers a considerably greater space than the original plat of 150 acres. The Indian name for this stream was Tau, which signified "the river of health," and from all accounts, and all records to which I have had access, the name was well applied.

Tarboro is now a place of about 2,500 inhabitants, and has churches, schools, two newspapers, many stores, some manufactures, and two hotels, the old "Tarboro" and the new "Farrar." Of this last, which was built somewhat more than a year ago by the prosperous merchant whose name it bears, it may be justly said that it is clean, comfortable, well furnished and well kept. There is no great style about it, but it is home-like and inviting, so much so that last winter its capacity was fully tested, and its owner has it in mind to add to it a hundred rooms at an early day.

Intending to return here later, I shall say no more of the place at present, but write only of one matter of general interest.

Among the resident physicians is Dr. L. L. Staton. This gentleman owns a large farm about two miles from the courthouse, near which he has a fine oil mill. I visited these to-day and was greatly interested. Dr. Staton has a herd of one hundred cattle, some blooded, others grade stock, and a few native "piney woods" cattle. He sends milk to market daily, and makes considerable butter, which he sells readily at from 35 to 40 cents a pound. The demand is greater than he can supply, and another intelligent farmer of this vicinity is at present able to supply. We went to the stock-yard and saw the herd. Their fine condition and glossy hides caused me to wonder. "That's the effect of cotton-seed hulls and meal," said the Doctor. "I give them all the hulls they wish, with a few pounds of meal, about the proportion of the sugar you'd use on a dish of strawberries, and they thrive on it." We went to the large stable (the attendant having opened the door and called them in) to see them fed. Their bedding was of hulls, and their mangers were filled with them. Every cow went directly to her own stall, when the attendant, passing rapidly along, secured them by hooking a light chain into a ring in their collars. Another man passed down in front of the stalls and clipped from a bucket he carried a few handfuls of meal, which he sprinkled on top of the hulls. The animals began to eat ravenously and evidently enjoyed their food. Dr. Staton said he tried this kind of feeding very carefully at first, but all his cattle did so well that he finally adopted it, and the results justified his highest hopes. He obtained large yields of rich milk at a minimum of cost and a large supply of manure for enriching his land. "I have already made a part of it yield one and a half bales to the acre," said he, "and I intend to keep it until I get two bales an acre from all the land I plant." The Doctor further said he should increase his herd by in-grading, for he found that it was somewhat hazardous to bring young blooded cattle from the North. He had lost quite a number before they became acclimated. It was his intention to increase his herd to a thousand head in time, and to engage largely in dairying. There is nothing of the brag about this quiet Doctor. Instead, he is one of those earnest thinkers and faithful doers, who almost invariably succeed in their undertakings.

B. S. P.

How the South is Developing.

SHEFFIELD, ALA., May 18, 1880.

Editor Manufacturers' Record:

The following account of three trips to Sheffield will illustrate North Alabama progress:

First trip.—Late in the summer of 1880 I was requested by a Pittsburgh company to go to Sheffield, Ala., and make a bid for them on a new blast furnace contemplated to be built. I had never heard of Sheffield, but examining a map I found in the western portion of Middle Alabama a small town of that name some thirty or forty miles off any line of railroad. Without further inquiry I answered my friends that the rumor of a blast furnace at Sheffield was probably a mistake. It was probably a month after this I was at Memphis, Tenn., and there I heard something of a new town of Sheffield, and upon inquiry was shown a map of "The City of Sheffield, Ala., in North Alabama on the Tennessee river." The memoranda under the title included the information that to reach Sheffield one should leave the Memphis & Charleston Railroad at Tuscaloosa and travel by hack two miles to the Tennessee river. Having occasion to go over the Memphis & Chattanooga Railroad, I, and a friend who was with me, concluded we would stop and see what the place looked like and what there was in the report of the contemplated blast furnace. Arriving at Sheffield, we at once perceived that the map we had seen was much more complete than the city. Montgomery avenue was the only street which was located, and it led from the middle of a cotton field up a gentle slope to a bluff overlooking the Tennessee river. The manager of the Sheffield Land, Iron & Coal Co., with his family occupied part of the upper portion of a new brick building, and the remainder of the population of the town occupied the two or three other rooms in the building. Tuscaloosa, the station at which we had left the cars, seemed about as dead as a town could well be, and across the river Florence, though a beautiful place, seemed like Tuscaloosa, to have been in a quiescent state for years. In answer to our inquiry as to what formed the basis of the hope of a city at Sheffield, the manager of the company said in substance: "Good coal, iron ore and limestone, all in abundance and in close proximity; river transportation to many of the important markets of the United States, that will take our iron and send back food products for distribution in the South, a fertile soil and a healthful climate. In fact, all the advantages Birmingham has had and many more."

Second trip.—The town has now become recognizable from the map of it. Many streets are graded, many new buildings have been erected, five blast furnaces are in course of construction, an electric-light plant is under contract, the Sheffield & Birmingham Railway is in operation from Sheffield twenty-five miles southward, and a branch of the Louisville & Nashville is being pushed from Columbia, Tenn., towards Sheffield. The excitement has reached Florence, and a "New Florence" has been laid out. Everybody's mind is evidently fully imbued with the immense value of the resources in the surrounding country if once fairly developed. Material for wood-workers, for brickmakers, for house building, whether of wood, brick or stone, is all at once found to be abundant and cheap, and the people who ventured to work the raw materials found ready market for their product and were doing well. Houses were being built in great numbers, and it was now evident that this section would be the center of an active industrial population, and in all probability when Sheffield was laid out the foundation was laid for a business and manufacturing center, which willulti-

mately merge Sheffield, Florence and Tuscaloosa into one city, if not one corporation, at the head of navigation on the Tennessee river.

Third trip.—Sheffield has become a city. Her streets are well lit by electricity. The sidewalks are paved. Every room in the hotel has one or more incandescent electric lamps. A dummy road is in operation between Sheffield and Tuscaloosa, and half-hourly trips are made. The First National Bank is occupying one of the best banking buildings in Alabama. The Sheffield & Birmingham Railroad is in operation through to Birmingham, and the trains of the Louisville & Nashville Railroad also run into Sheffield over a track lately built. Two blast furnaces are in operation turning out good pig iron. A new compressor did a paying business the past season, and many manufacturing concerns are in operation. Across the river Florence is making progress, no less wonderful than that of Sheffield, and everything would seem to indicate that at the head of navigation on the Tennessee river a great city will develop.

D. A. TOMPKINS.

Fire-Clay in Kentucky.

Claimed to be the Best in the World, Upon Which a Great Industry Could be Based.

Editor Manufacturers' Record:

LOUISVILLE, KY., May 18, 1880

I regularly read in the MANUFACTURERS' RECORD your articles from Louisville, which are written with the view of developing the products and industries of the State of Kentucky, and with the object in particular, of bringing to the notice of capitalists the more promising openings for investment.

I wish to draw your attention to a subject of which you will realize the importance, and take a corresponding interest in giving your assistance and co-operation in interesting capitalists in the same, and to the means of opening out one of the most valuable mineral deposits in Kentucky, and introducing the manufacture of fire-bricks from the beds of flint fire clay in Carter and Greenup counties, particularly the former.

While the center of iron manufacture is being rapidly removed from the Northern to the Southern States, and the erection of blast and other furnaces for the manufacture of iron and steel is going on at a rate that a few years past would have thought to have been impossible—and at the present time appears to be only the commencement of what it ultimately will be—one of the most important elements that has to be taken into consideration in the erection of these furnaces, is the most suitable fire-brick for building the same. While Alabama has prospected and tested for a good fire-clay with a perseverance that does her people credit, nothing has yet been found that will answer the purpose for furnace building. It can safely be asserted that every furnace built in the South has been made of fire-brick manufactured in the Northern States, principally in Pennsylvania and Ohio, the heavy freight on which amounts to more than the value of the fire-bricks. These fire-bricks are principally carried by the Louisville & Nashville and Cincinnati Southern Railways, thus entering the State of Kentucky at the Northern line, and passing through at the Southern, while at the same time Kentucky has in its own State the finest fire-clays in the world. Some of the Ohio manufacturers mine it in Kentucky, and send it up to their works in Ohio to improve the quality of their own clay, and again reship the product through the State to the South.

The following is an extract from a paper on the Big and Little Sandy Valleys,

read at the State Industrial and Commercial Conference, held in Louisville, October 6, 1887:

"One of the growing industries of the western portion of Carter county which deserves mention is the growing export of fire-clay. The mining and shipping of fire-clay commenced about three or four years ago, when one fire brick establishment at Portsmouth, Ohio, made the first trial test which resulted so successfully that to day seven Ohio fire brick works and some of the Pittsburgh glass works are taking their No. 1 or flint fire-clay from Kentucky—Gorman, Olive Hill and Enterprise stations behind the localities in whose vicinity this much sought for mineral is found. Its value is due to its great purity from magnesia, iron oxide, lime and potash, and to its remarkably large contents of silica, which in some instances exceeds fifty per cent.

The Ohio fire brick, which ranks so highly in Chicago, Pittsburgh and the South—wherever the best and most refractory article is used—owes its excellence to no other circumstance than to the Kentucky flint clay without which it could not be made; and as regards the enormous quantities of fire-brick constantly needed and used by the growing industries of the South, it is strange to meditate upon the fact that the clay which so largely enters into the manufacture of these fire-bricks is shipped from Kentucky to Ohio, over the very same railroad which it has to travel over back again on its final journey to Alabama and other parts of the South after having been made into brick.

Now taking into account that this No. 1 fire clay is found of a thickness of from 2 to 15 feet, and that the No. 2 or plastic fire-clay required as a mixture with the former, occurs in like thickness, side by side, and that both are to be had at first cost in Carter county near the railroad stations above named; and that the fuel for manufacturing these clays into fire-brick is also accessible at low rates from the various coal mines in the county, and that wages are equally as low in Kentucky as they are in Ohio, if not lower, it speaks to reason that right here in our commonwealth, right here where all the necessary raw materials can be had at first cost, is the place to manufacture fire-bricks at about one-half of what it costs the Ohio manufacturers.

And why some enterprising men have not as yet availed themselves of the opportunity here offering for such a venture seems entirely unexplainable."

Again a recent letter gives an account of a new fire-brick works near Birmingham, Ala., built to make their local clays into second-class bricks for coke ovens and similar purposes but to make a No. 1 fire-brick the paragraph reads, "They also make a fine brick from clay brought from Kentucky."

The only reason that can be given for this anomaly is that the subject of the special qualities of Kentucky fire clays and the manufacture of the same into fire-bricks has not received the attention it deserves from capitalists and associations whose object is to develop the industries of Kentucky.

To take a more practical view of the subject we will look at its chief characteristics.

1st—The Demand.—All the blast furnaces and iron and steel furnaces and the requirements for new works in the Southern States have to be supplied exclusively from the Northern States.

2d—Competition.—No fire-clay has been found South of Northeastern Kentucky that would answer this purpose. This clay can be seen on reference to the reports published by the State Geological Department, and the many analyses made of the same by Dr. Peter, the State analytical chemist, and given in his reports to

be superior and more refractory than any Northern, English or German clays.

3d—Location.—It is easy of access, lying at various points on the Chesapeake & Ohio system of railroads, which connects directly with all the important railways from North to South; also running through in the opposite direction to Virginia, there connecting with the different railways to the iron works of that State. It is a location that is the key to the iron works of Kentucky, Virginia, Tennessee, Alabama and Georgia.

4th—As a Profitable Investment.—The principal and first thing investors ask is, what dividend will it pay? It will pay a larger dividend than any iron, steel, coal or railway investment. I speak from a personal knowledge when I say that the principal Northern fire brick works, at present supplying the South, are paying yearly dividends of from 15 to 20 per cent.

With good management, what dividend should the manufacture of fire-brick pay in Kentucky, with a flint fire-clay of superior quality to that at present manufactured in the Northern States, with fire-clay alongside a first-class railway with all necessary direct communications with the main Southern lines, and with an advantage in freight to market that in itself would be a good dividend. These advantages place it in the front rank as the best dividend paying investment with a minimum risk.

This is not written in the interest of or to boom any particular property. The selection of the best fire clays and the most suitable locality could safely be left to the opinion of the State geological survey and the analytical chemist connected with the same department, who would readily render any assistance to utilize a valuable product now lying dormant waiting enterprise and capital.

In your description of the new Commercial Club building in Louisville you say: "The Louisville Commercial Club has initiated all the steps taken to develop the resources of the States." I hope they will take this subject under their consideration with the interest it is worthy of.

W. GARLAND TAYLOR.

[We think Mr. Taylor is mistaken as to Alabama not having found any good fire-brick clay. Taylor & Sons, who operate large brick works in Anniston and also in Ohio, claim that their Anniston clay makes as good brick as that of Ohio, but still there is undoubtedly room for the profitable development of the excellent fire-brick clay of Kentucky.—EDITOR.]

WITH Hon. Abram S. Hewitt studying the basic steel trade of Europe with a view to the establishment of this industry in the South, and telling the English iron makers that this section is to be the center of the world's iron and steel trade, and with the members of the English Iron & Steel Association preparing to visit the iron districts of Alabama and Tennessee this summer, the prospects are favorable for this section receiving a great deal of public attention.

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired at prices, etc.

CLARKSVILLE, TENNESSEE.

A Thriving Town on the Cumberland River.

And Destined to Become one of the Largest Trade Centers of Tennessee.

[Special correspondence MANUFACTURERS' RECORD.]

CLARKSVILLE, TENN., May 15, 1889.

This progressive and thrifty town is situated sixty-five miles below Nashville on the Cumberland river and on the Louisville & Nashville Railroad. Clarksville enjoys a favorable position and has attained an important rank as a trade center and commercial emporium, and within a few years will likely develop into a busy manufacturing place. Clarksville to-day is one of the leading tobacco marts of this country. Last year over 45,000 hogsheads of tobacco were raised in the Clarksville district, while the total business done here in that staple last year amounted to 70,000,000 pounds. The facilities for the storage of tobacco here are excellent and ample.

As bearing upon the importance and possibilities of the place, I give herewith a statement prepared officially by the city authorities:

"Population 8,000. Never overflows; coal in abundance for manufacturing purposes at \$1.00 per ton; splendid railroad facilities; a navigable river the year round; five banks; water works, gas works, electric lights, telephones, street cars, ice works, magnificent public buildings and churches; universities, female academies, public school buildings with modern improvements, capacity for 2,000 children; tobacco business 70,000,000 lbs. annually; grain shipments 250,000 bushels; eight flouring mills; saw mills, planing mills, foundries, etc. Real estate investments safe. Iron ore within five miles of the city in immense quantities—analysis 57.57 hematite, gives one-fifth of one per cent. phosphorus and less than four per cent of silica. Timber of the finest quality—oak, hickory, poplar, walnut and cherry. Limestone for building purposes and paving streets in unlimited quantity. The jobbing and retail trade is excellent. The health is unsurpassed by any point in the country. Makes special claim to advantages for manufacturing iron, cotton and woolen fabrics, and every article made from soft or hard wood, and dark, rich tobacco."

The advantages of Clarksville and the surrounding country are hardly excelled for the manufacture of iron, cotton and woolen fabrics, and everything from hard or soft wood, and dark, rich tobacco. Iron ore in immense quantities is within a few miles of the city, and offers a wide field for men of small or large means to make splendid investments and secure quick returns in this important branch of industry. Manufactories into which iron and wood enter are just what Clarksville is in need of, and the sooner she secures them the sooner will she join in the South's grand industrial procession.

The town has made no little progress, as it is, in the way of gradual development, and much of the advance made is due to the public spirit of the local press, which is ever ready to set forth the attractions of Clarksville. Her banks, five in number, are prosperous and in good condition. The water and gas works attest the metropolitan spirit of the city. Her flouring mills, nine in number, exhibit her manufacturing enterprise, while the saw and planing mills, bear like witness to her steady growth. The dry goods business done here is quite heavy, and the commercial buildings would do credit to a city of 100,000 population.

Clarksville needs more manufactures,

and, if she is wise in her day and generation, she will have them speedily. Certainly few places offer more inducements than Clarksville presents for the home-seeker and the investor. Young men of small means or young men of large means will find here a promising field for the investment of money. The farming lands are comparatively cheap, the opportunities for the establishment of smaller manufactures are great, while the field for mining and prospecting is nowhere excelled.

The climate of Clarksville is all that could be wished for—neither too cold in winter nor too hot in summer. Here one finds that happy medium in temperature that contributes to health, happiness and contentment. The people are kind, hospitable and generous, while there prevails everywhere around that degree of high social culture, which is one of the many charms of the place. To quote from the *Daily Progress*:

"Business men, farmers, professional men, mechanics, industrious, energetic men, who are seeking a desirable location, we say come to Clarksville and Montgomery county and let your brawn and brain and capital assist those of us already here to make this the garden spot of Tennessee, if not of the South, for, as already stated, we have the surroundings which offer every inducement to those who desire to raise the various cereals, tobacco, stock, etc.; or those seeking to engage in the manufacturing pursuits of any kind. We have the soil for the farmer; the timber, both hard and soft, in abundance for workers in wood; coal in close proximity to the city, inexhaustible supply of limestone, clay suitable for making brick, etc. All this, and more, just waiting to be put into some tangible shape, which will bring its workers money, homes and contentment, with the best of people to live with, whilst you assist them to bring to light the hidden treasures of wealth which can be secured by united effort and honest labor."

HINTON HELPER.

Bessemer, Ala.

On the first of May ex-Mayor Courtenay, of Charleston, S. C., entered upon the responsible duties of president of the Bessemer Land & Improvement Co., which is the hub of the Bessemer industrial wheel and the owner of the city's beautiful site, nestled in the "foot hills of the Appalachians." Mayor Courtenay gave to Charleston for eight years a model city government, which attracted the attention of all interested in municipal administration.

He returned from Europe in 1886, a few days after the earthquake calamity, to find his city in ruins; about as severe a test of administrative ability as could come to a single man was suddenly imposed upon him. He organized for the restoration of the city and achieved a triumphant success, and was applauded by the whole country. To have one of such acknowledged business qualifications at the helm in Bessemer means an advance of sure lines to a full development. President Courtenay has something to say about "the Marvel City" in a page advertisement in this week's issue, and to emphasize what he does say he affixes his autograph thereto.

THE MANUFACTURERS' RECORD, published at Baltimore, Md., is one of the best papers in the country for the Southern States. It spares neither space nor expense in setting forth the resources of those States to the manufacturer. It also gathers news of new enterprises started and gives it to the country. Its weekly summary of new enterprises and investments in the South is attracting much attention and is being widely copied by the press of the whole country. It is clear, thorough and good in every part of it.—*Daily Journal, Fort Smith, Ark.*

Credit System.

The Nebraska Supreme Court has decided that a mortgage on a growing crop cannot operate as a charge on corn in the crib, even if proved to be product of the mortgaged crop.

The decision rests on a sound and healthy basis, which rejects the idea of predication something on nothing, or establishing a debt upon an invisible and un-created consideration, that is possibly to be, but is not in existence, and is outside of sound reason and good judgment.

The system of predication the payment of money borrowed upon the uncertain outcome of labor to be done, and crops to be raised, dependent upon the uncertainties of seasons and favorable weather, or the successful control of that labor, has been the most damaging element in retarding the agricultural growth of the South as well as the demoralization of its laboring population, establishing a false and ruinous credit system, which is always detrimental to the laborer.

Owing to this very system the spirit of speculation has grown with vigor, and extended its fibres into the status of the humblest field laborer, who is seduced from the honest purpose of earning his bread by the sweat of his brow, to earning so much cotton at the end of the year, the price of which is to be turned into such gewgaws and gimbicks as his untutored fancy may desire.

This the credit system has done; it has seduced the ignorant laborer to expend his efforts in the acquirement of a few dollars easily parted with, which should have been exerted in the production of substantial and life-sustaining food, and in the production of staple wealth, which ever finds a sure and certain marketable demand.

It cannot be denied that the South, owing to the irresistible force of its climate and soil, has made great progress in its agricultural development, even under the weight of its retarding credit system, but how much greater would that progress have been under a different and more independent cash system.

A retrospection by almost any agriculturist will force the confession that had not he been accommodated with advances from year to year by which his illusive fancies and hopes had been flattered, and had he confined his operations to a smaller and more secure scale, producing the staple foods, the results would have been far more encouraging, and his condition far more comfortable and independent at present.

Credit in certain forms is good and necessary, but only where the consideration is equivalent, visible and existent; beyond that the system becomes the veriest species of gambling, the essence of the lottery, and the certain damage to the predicator of that which is to be in the future.

The hope and dream of production is not production, and the sooner the Southern people curb their aspirations for the production of the great staple, to a relative production of food stuffs, the more prosperous will the agriculturists become, the more sure will be the material development of the country, and the more solid the foundations of the commercial and financial systems of the community.

As a broad principle, it is unreasonable to expect of the laborer that zeal and energy of purpose in the performance of any labor when the value thereof is paid in advance, when the consideration is already acquired, hence the non payment in labor is not only the loss to the advancer, but of the community at large, in the lost general resources.

Every blow such as that of the Kansas court, which aims at the predication of a debt on something not yet produced, is an aid and support to a good, sound financial system.—*The Natchez Daily Democrat.*

DEVELOPING OIL AND GAS LANDS—FRANKLIN, KY., May 14, 1889.—The Simpson County Natural Gas & Oil Co. has been incorporated by A. S. Walker, V. Copeland et al. Capital stock authorized \$500,000. This company has let a contract for sinking a well. The machinery arrived to-day, and work will begin at once. The Franklin Development Co., authorized capital stock \$500,000, has been organized by M. M. Glass, T. W. MacGill et al, and this company has acquired a number of leases and will soon begin boring for gas and oil. A Philadelphia gentleman is here negotiating for putting up a large creamery and ice factory. A large female college is now building, and the Methodists will soon begin the building of a male college.

T. W. MACGILL.

TO ERECT FIVE-STORY BUILDING AT ANNISTON—NEW YORK, May 15, 1889.—The Alabama Mineral Land Co., of which I am president, and the Anniston City Land Co., which is controlled by a syndicate of my friends, have joined together for the purpose of putting up a handsome building in Anniston on the corner of Moore and 13th streets. The plans are about finished, and we will commence the building in a very short time. We have not determined yet how much we will spend on it.

WM. HENRY WOODS.

WOOD WORKING FACTORY—LANCASTER, S. C., May 15, 1889.—We have organized the Lancaster Manufacturing Co. for the purpose of manufacturing doors, sash, blinds, spokes, handles, rims and shuttles; also for building and repairing agricultural implements, and would be pleased to have prices of machinery suited for the above business. We want a 35 horse-power engine and 50 horse-power boiler; also shafting, pulleys and belting; also prices on iron roofing.

W. B. KNIGHT.

TO MINE IRON ORE—POWELLTON, W. VA., May 18, 1889.—The Glenmore Iron Co. has been organized with a capital stock of \$50,000, with right to increase to \$1,000,000. The object of this company is to mine and ship a high grade of iron ore on the western slope of the Alleghany mountains, near the White Sulphur Springs, and eventually to erect blast furnaces, rolling mills, etc.

WM. N. PAGE.

TO START SHOE FACTORY—RICHMOND, VA., May 16, 1889.—The Virginia Shoe Manufacturing Co. is chartered under the laws of this State, and we expect to purchase machinery of the most approved pattern; also a gas engine. We hope to commence operations about July 1st.

L. Z. MORRIS, Secy. and Treas.

COTTON-OIL MILL PROJECTED—JACKSON, MISS., May 12, 1889.—The American Cotton Oil Trust Co. have expressed a wish to establish a 75-ton mill here if the city will furnish the site. Almost enough money has been raised and the mill is almost a certainty.

A. VIRDEN, JR.

TO BUILD COTTON-OIL MILL—ATLANTA, GA., May 16, 1889.—We are going to build a cotton-seed oil mill at Attalla, Ala.

VAN WINKLE GIN & MACHINERY CO.

THE MANUFACTURERS' RECORD is the South's great industrial exponent—"the most widely-quoted industrial paper in the world." No business man interested in the south can afford to do without it (price \$4 a year). **Subscribe now.**

DANVILLE, VA.

Offers Substantial Advantages to Manufacturers Seeking a Southern Location.

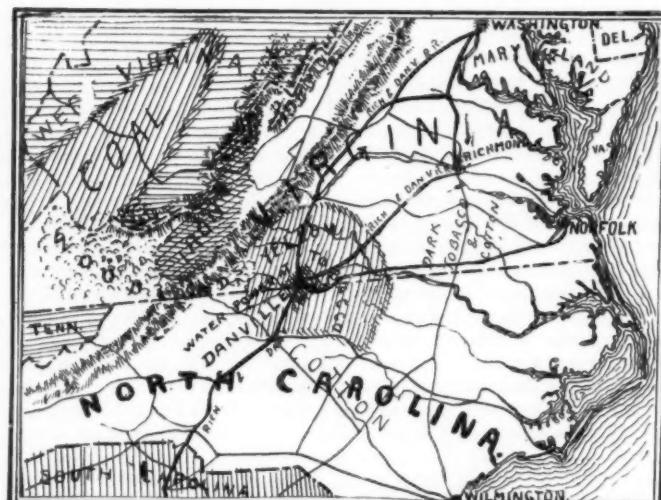
It is a Full-Fledged City with all Modern Conveniences.

The completion of the Danville & Atlantic Railroad to Norfolk will make Danville the leading distributing center of the great Piedmont region of Virginia and the Carolinas.

Danville has abundant Water Power and many Flourishing Manufacturing Plants.

It is without a rival in Climate; has never had an epidemic. The Drainage is absolutely perfect.

Danville has Doubled its Population during the last decade, and will soon be in a position to grow far more rapidly than ever before.



MAP SHOWING LOCATION OF DANVILLE, VA.

Seekers for eligible locations in the South will find at Danville every advantage offered by new towns, with all the attractions of civilized society and modern progress. The city is provided with a paid fire department, electric and gas light, electric street cars, water works, paved streets, commodious hotels, lovely homes, good schools and handsome churches.

THE DANVILLE Industrial & Land Improvement Co.

has been organized to encourage the establishment of Manufacturing plants at this unparalleled point for location.

OFFICERS.

T. B. FITZGERALD, PRESIDENT.

J. R. JOPLING, VICE-PRESIDENT.

DIRECTORS.

J. G. PENN,
W. N. SHELTON,
M. P. JORDAN,

J. E. SCHOOLFIELD,
W. P. BETHELL,
JNO. M. JOHNSTON,

F. X. BURTON,
W. T. SUTHERLIN,
B. S. CREWS.

Manufacturers are earnestly invited to correspond with this company,
Address,

Danville Industrial & Land Improvement Company,
DANVILLE, VA.

Circular of the BUENA VISTA LAND & IMPROVEMENT CO.

On the 10th day of January, 1859, the Buena Vista Co. was organized. At a public meeting of citizens held in Lexington, Va., on the 2nd day of January, the subscription books were formally opened. On the 1st day of February the books were closed with \$750,000 capital stock subscribed by the people of our county and State. On the 14th day of February the first annual meeting of the stockholders was held, and the permanent organization of the company effected by the election of a president and nine directors.

LOCATION.

This company has acquired 13,000 acres of land on or near the western slopes of the Blue Ridge mountains, at the junction of the R. & A. and S. V. railroads in Rockbridge county, Va. This tract embraces 13,000 acres. The celebrated Buena Vista estate, which is beyond comparison the most valuable mineral property in the South. It embraces 11,500 acres, covering five miles of the Blue Ridge mineral belt, and contains the most extensive beds of the richest brown hematite ore in the South. It also contains apparently large deposits of manganese.

ad. The Green Forest and Hart's Bottom tracts, embracing about 1,500 acres of beautiful level and gently rolling land, lying immediately on North River and the two railroads above mentioned. This tract immediately adjoins the largest Buena Vista ore beds, and furnishes, in connection with that property a site for a manufacturing city which has no superior in the country. It not only commands the vast beds of Buena Vista ore, but is the center of a mineral region within a radius of 20 miles and penetrated by the railroads centering here, which in respect to the quantity, quality and variety of valuable ores, as well as other raw materials, is without parallel.

IRON ORE.

We append the following description and analysis of ores by Prof. M. B. Hardin, of the Virginia Military Institute, and challenge comparison:

LEXINGTON, VA., February 19, 1859.

To the President and Directors Buena Vista Company, Lexington, Va.: GENTLEMEN—At the request of Colonel W. M. Patton I herewith give you the results of analysis of Buena Vista iron ores made from time to time in this laboratory:

In 100 parts.	5	6	In 100 parts.	5	6
Metallic iron.....	59.09	54.58	Sulphur.....	traces	traces
Phosphorus.....	.175	.181	Phosphorus to 100 parts iron	0.936	0.337
Silica.....	8.300	7.210			

No 5.—"New opening" March 1, 1859.	No 6.—"Stock head" June 6, 1859.
No 6 was sent at my request and selected according to my directions. No 5 is an exceptionally rich specimen, a complete analysis of which gave the following results:	
Iron sesqui oxide.....	.84.31
Water.....	10.80
Alumina.....	1.38
Lime.....	.39
Magnesia.....	.18
Manganese oxide.....	.17
Cobalt oxide.....	.05
Nickel oxide.....	
Copper oxide.....	trace.
Zinc oxide.....	trace.
Phosphoric anhydride.....	0.40
Sulphuric anhydride.....	traces (not detected)
Silica.....	7.30

I have often asked how a "limonite" carrying silica and other impurities could contain 50 per cent. or even over 60 per cent. of metallic iron, when a pure typical limonite contains only 50 per cent. of the metal. The apparent difficulty arises from a confusion of terms. All brown iron ores are not limonite. Goethite, which resembles limonite, contains 60-65 per cent. of iron, and turgite, which though reddish, is still a hydrated oxide, contains 65-70 per cent. of iron. I may make this matter still clearer by stating that limonite contains 14.4 per cent. of water, goethite 10.1 per cent. and turgite only 5.3 per cent. As turgite very frequently occurs with limonite, as goethite closely resembles the latter, and as iron ore originally deposited as limonite may have subsequently lost some of its water, it is very easy to see how brown iron ores may exist which contain more iron than the brown hematite, or perly called limonite.

From what I know of the Buena Vista ores, I think specimen No. 6, taken from "stock heap," is a fair representative. This contains 0.337 phosphorus to the 100 parts of metallic iron, which is equivalent to about 0.31 phosphorus to 100 parts of pig iron. An analysis of a specimen of pig iron from Buena Vista ores showed in 100 parts 93.09 metallic iron and 0.8 phosphorus, a result agreeing pretty closely with that calculated from the analysis of specimen of ore averaged from "stock heap."

In 1859 I made a number of analyses of specimens of Buena Vista ores for Mr. J. H. Bramwell, of the New York Iron & Steel Company. These specimens were collected by Mr. Bramwell himself, and the analyses afford the means of comparing the composition of the ores taken from different beds and openings.

These results are as follows:	1	2	3	4	5
Sesqui oxide of iron.....	73.51	81.33	82.09	71.52	68.0
Sesqui oxide of manganese.....	.04	.03	.14	.10	
Sesqui oxide of cobalt and nickel.....	.004	.006	.018	.024	
Oxide of zinc.....	trace	trace	trace	trace	
Oxide of copper.....	.014	.018	.024	.040	
Alumina.....	3.70	1.07	.83	3.62	
Lime.....	.78	.65	.37	.81	
Magnesia.....	.40	.32	.19	.41	
*Su phuric acid (anhydride).....	.895	.600	.437	.366	.339
Phosphoric acid (anhydride).....	9.88	10.86	10.44	10.04	9.65
Water.....	10.33	4.60	4.62	12.50	15.53
Silica.....	0.43	0.8	0.48	0.63	0.84
Moisture.....	90.983	90.706	90.630	100.06	
Metallic iron.....	51.46	56.93	57.46	50.06	47.61
Phosphorus.....	0.391	0.263	0.192	0.160	0.148
Silica.....	10.33	4.60	4.61	18.50	15.53
Phosphorus to 100 parts of iron.....	0.760	0.492	0.338	0.380	0.311

The sulphur in other samples examined runs from 10 to 15 per cent.

The foregoing samples were marked as follows: No. 1. "Lump ore from large exposure on slope called vein No. 4." No. 2. "Lump ore, Hays' Bank." No. 3. "Lump ore from shaft." No. 4. "Coarse wash ore from shaft." No. 5. "Fine wash ore from shaft."

Very respectfully, M. B. HARDIN.

Also analysis by Prof. Andrew S. McCreath, of Pennsylvania:

PERCENTAGE OF IRON, &c.

Metallic iron..... 54.350 Sulphur..... .016

Metallic manganese..... .395 Phosphorus..... .195

In reference to the extent of these ores, we quote from the report of Prof. John Campbell, late Professor of Geology in Washington and Lee University: "We believe that 10 miles is not an extravagant estimate of the beds of ore, and these beds vary from 5 to 20 feet in width, and average at the lowest possible estimate 8 feet in width, and evidently of great depth. The quantity of ore is practically inexhaustible. All of these extensive ore beds are easily approached and inexpensively mined." The actual average yield of this ore in the Amherst furnace, where it was exclusively used, was 53 per cent., or 1,000 pounds of iron from 2,000 pounds of ore. The product of this furnace was a high grade of warm blast foundry iron, used in the manufacture of car wheels. It was made at a cost of \$14 per ton, and sold in the beginning of January, 1859, at \$19.50 f. o. b. here. It is estimated by men of practical experience in the iron business that coke iron of superior quality can be manufactured at this point and laid down in the markets at an average maximum cost of \$15 per ton. The cost of producing a ton of coke iron at Green Forest has been computed as follows:

Two tons ore at \$1.00 per ton.....	\$2.00
1/2 tons coke.....	3.64
Limestone.....	40
Labor.....	2.75
Incidentals and repairs.....	1.00
Total.....	\$3.79

Leaving an actual profit, through a long period of market quotations, of at least four dollars per ton.

RAILROAD FACILITIES.

The Shenandoah Valley and Norfolk and Western Railroads, under the same management, give us a direct line to the Pocahontas and Norfolk-top coal fields. The Richmond & Alleghany and Chesapeake & Ohio Railroads, under the same management, give us a direct line to the New River and Kanawha coal region. The Baltimore & Ohio gives us a direct line to the Connellsburg coal and coke region. The Baltimore & Ohio and Shenandoah Valley Railroads are direct and competitive lines to the Northern markets. All of the roads here mentioned compete to supply coke and carry away products. The advantages of such a position cannot be over-estimated.

FUEL.

From the foregoing it can be readily seen that no other point in the South can command coke of such superior quality in such abundance, or at less cost.

LABOR.

A plentiful supply of reliable white labor can be obtained at this point. The great predominance of the white population precludes the possibility of race troubles. The few colored people we have here are peaceable, contented and much more reliable than others of the same race in Southern communities. Surrounded by a rich agricultural region, the cost of living here is reduced to a minimum.

CLIMATE.

No other part of the world can boast of a climate so well adapted to industrial pursuits. In winter the temperature rarely falls to zero. In summer it rarely rises to 80. We have neither blizzards nor cyclones. No destructive storms; no serious epidemics or any of the other extreme visitations peculiar to Northern or Southern or Western sections. Our pure, high, dry, healthy and equable climate conduces to the best of health, and furnishes the energies and opportunity for continuous out-door labor.

PURPOSES OF THE COMPANY.

The Buena Vista Company proposes to develop its magnificent ore beds with great energy; to promote the establishment of furnaces, mills and factories of all kinds, and to build a busy manufacturing city, which shall be second to none in the State. As no other point can compete in natural advantages, the company is in a position to offer more attractive and valuable inducements than any other corporation in the South.

Capitalists and manufacturers from the North and West, and representatives of every industry from every section are all invited to find at Buena Vista a congenial, healthy, comfortable home and a profitable field for investment and labor. Any one desiring to invest in any kind of manufacturing enterprise will find at Buena Vista all that he could desire in the way of first-class facilities and the greatest variety and abundance of raw material, together with such special and valuable inducements as the company will offer. For further information address

A. T. BARCLAY, President Buena Vista Company, Buena Vista, Va.

FORT PAYNE, Alabama.

★ COME TO ★

The NEW ENGLAND CITY of the South.

Climate Unsurpassed. Abundance of Pure Water. Drainage Excellent.

No Better Point in the Union For Safe and Profitable Investment.

Situated on the main line of the Cincinnati, New Orleans & Texas Pacific Railroad, fifty-one miles Southwest of Chattanooga, and ninety-one miles North of Birmingham. Elevation is from 895 to 1,600 ft above the sea, and above fever districts.

DeKalb County is entirely free from debt; taxes light.

Most liberal encouragement given to industries of every kind.

Iron Furnace and Rolling Mill will be constructed immediately, and other industries of various kinds are under contract.

Correspondence solicited from those who contemplate coming into the South to establish any kind of manufactures.

The different industries will employ at least two thousand skilled workmen, which will secure a population of over ten

thousand, independent of the many industries contemplated.

Iron of the best quality can be manufactured at as low cost per ton as in any other locality in the South.

Coal and iron are being developed rapidly of a superior quality.

Fine timber abundant and wood-working machinery of every kind can be profitably employed at this point.

The Company is prepared to give every reasonable encouragement to manufacturers who will locate at this point.

☞ Correspondence solicited.

CAPITAL \$5,000,000.

OFFICERS.

President, - - - - -	COL. J. W. SPAULDING
First Vice-President, - - - - -	HON. D. H. GOODELL
Second Vice-President, - - - - -	HON. HENRY B. PEIRCE
Secretary, - - - - -	C. L. T. STEDMAN
Treasurer, - - - - -	F. H. TOBEY
Manager, - - - - -	C. O. GODFREY

BOARD OF DIRECTORS.

HON. D. H. GOODELL, of Goodell Mfg. Co., Antrim, N. H.
HON. HENRY B. PEIRCE, Secretary of State of Mass.
GEN'L SELDEN CONNOR, Ex. Gov. of Maine, Pres.
Northern Banking Co., Portland, Maine.
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HON. F. G. JILLSON, Providence, R. I.
HORATIO ADAMS, Boston, Massachusetts.
W. J. CAMERON, Pres. First Nat'l Bank, Birmingham, Ala.
COL. JOHN B. BOODIE, Birmingham, Ala.
W. P. RICE, Pres. Union Investment Company of Kansas City, resides Fort Payne, Ala.

FORT PAYNE COAL & IRON COMPANY, Fort Payne, Ala.

SHEFFIELD, ALA.

The Iron Manufacturing Center of the South.

At the head of navigation, on the Tennessee River, Sheffield is the natural outlet for the mineral and manufacturing products of Alabama and the neighboring States seeking a water route to points on the Ohio and Mississippi Rivers, and to the Gulf of Mexico, as well as the best distributing point over Alabama, Eastern Mississippi and East Tennessee, South Carolina, Georgia and Florida for Northern and Western produce, groceries, provisions, machinery, &c. Three Railroads already completed and in operation, and several others assured. Principal shops of the Memphis & Charleston Railroad, in which cars and locomotives are to be built, are under contract to be erected here. These will employ between four hundred and five hundred mechanics, and consequently, with their families, will make an increase in population of at least two thousand people. Shops of three other railroads are contracted to be located here, some of them being now under construction.

Five Completed Blast Furnaces,

HAVE A CAPACITY OF 700 TONS PIG IRON PER DAY.

Experts do not hesitate to say that iron can be manufactured more cheaply at Sheffield than at Birmingham, and its river transportation facilities will enable Sheffield iron to reach the principal markets at a saving of from

\$2.00 TO \$2.50 PER TON.

The quality of the iron produced is pronounced by consumers to be the best from any furnaces in the South.

• The following are among the Corporate and Private Enterprises belonging to Sheffield: •

1 The Sheffield Land, Iron & Coal Company, capital \$1,000,000.	14 The Sheffield Mineral Paint Company, \$50,000.
2 The Sheffield & Birmingham Coal, Iron & Railroad Company, capital \$7,500,000, owners and operators of three blast furnaces, the Sheffield, the Sheffield & Birmingham Railroad, coke ovens and coal mines near Sheffield.	15 The Sheffield Agricultural Works, \$40,000.
3 The Sheffield Furnace Company, capital \$150,000; assets \$500,000.	16 The Sandstone Quarry Company.
4 The Lady Ency Furnace Company, capital \$200,000.	17 The Sheffield Cotton Compress Company, \$60,000.
5 Enterprise Publishing Company, capital \$25,000; publishes daily paper with associated press report and weekly paper.	18 Miller Brothers, Steam Laundry.
6 The Electric Light and Gas Fuel Works, \$25,000	19 Water Works, already expended \$30,000
7 The Sheffield Ice Company, capital \$25,000.	20 Sheffield Street Railway Company, \$50,000.
8 The Sheffield Manufacturing Company, \$30,000.	21 Sheffield & Tuscaloosa Street Railway Co., \$50,000.
9 The Sheffield Contracting Company, \$80,000.	22 First National Bank, \$100,000.
10 The Eureka Brick & Lumber Company, \$30,000.	23 Cleveland Hotel Company, \$50,000.
11 The Sheffield Furniture Manufactory.	24 Sheffield Hotel Company, \$120,000.
12 The Howard & Busch Brick Company	25 East Sheffield Land Company, \$500,000.
13 The Sheffield Bakery and Bottling Works.	26 Hull & Keller's Fern Quarries.
	27 Vorhees' Galvanized Iron Cornice Factory.
	28 The Sheffield Quarries.
	29 Mobile Real Estate Company, \$50,000.
	30 Sheffield Real Estate Company, \$125,000.
	31 Sheffield & Mobile Improvement Company, \$100,000.
	32 Sheffield Stove Works, \$50,000.
	33 Henderson Milling Company, \$100,000.
	34 Globe Iron & Brass Works, \$10,000.

35 Knowles Knitting Mill, \$30,000.
 36 Sheffield Tapestry Works, \$40,000.
 37 Robbins Machine Shop and Foundry, \$50,000.
 38 Sheffield Cotton Mill, No. 1, \$50,000.
 39 Owen Pink Mixture Company, \$100,000.
 40 Bell Telephone & Telegraph Company.
 41 Fould's Shoe Factory, \$20,000.
 42 Enterprise Wood-working Company, \$30,000.
 43 The Sheffield Harness & Saddlery Company, \$20,000.
 44 Principal Shops of the Sheffield & Birmingham R. R.

Aside from the foregoing, the following are in course of construction and may be considered positive: Principal Shops of the Nashville, Florence & Sheffield Division of the Louisville & Nashville Railroad.

Reasonably certain to be secured in the near future are the following, in regard to which negotiations are pending: A Rolling Mill, a Large Machine Shop, a Cotton Mill, a Large Steel Plant.

GOOD WATER.

Free Public Schools and Churches

Drainage Excellent. Health and Climate Unsurpassed.

Splendid Opening for Men of Push and Energy. —

No Better Point for Profitable Investment.

— NO "OLD FOGY" ELEMENT HERE. —

Sites for Manufacturing Enterprises,

AND FOR FREE PUBLIC SCHOOLS AND CHURCHES,

Donated by Sheffield Land, Iron & Coal Company.

Population January 1st, 1887, 700; August 21st, 1887, by actual count, 2,583. Increase of population, 300 per cent. in eight months, and only limited by accommodations. Present estimate (August, 1888) fully 3,500. Four years ago the site of Sheffield was cultivated as corn and cotton plantations, and was without a railroad. Numerous two and three story brick business houses, and one and two-story dwellings have been, and are being erected. The class of buildings will compare favorably with those in cities of 20,000 inhabitants. Limestone of excellent quality for fluxing iron in unlimited quantities at the furnaces' sites. First-class building stone and brick clay abundant. Rich and extensive deposits of Brown Hematite iron ore within twenty miles, along the lines of two Sheffield railroads, which, by actual results in the furnaces, yield above 50 per cent. metal. Iron of high grade is being made with a pound of coke to a pound of metal—a result never before accomplished with Southern ores and coke. The Sheffield & Birmingham Railroad runs through the heart of the Warrior Coal Fields, which abound in first-class Coking, Steam, Gas and Grate Coal. Timber is abundant and cheap. The Memphis & Charleston Railroad, Sheffield & Birmingham Railroad, and Nashville, Florence and Sheffield branch of the Louisville and Nashville Railroad are now in operation into Sheffield. Surveys of three other railroads have been recently completed to Sheffield, which will soon be the best combined river and railroad transportation center in the South. Every merchant and every established manufacturing enterprise is doing a profitable business. More are needed. For further information address

WM. L. CHAMBERS, Vice-President and Manager,

SHEFFIELD LAND, IRON & COAL COMPANY, - - - SHEFFIELD, ALA.

The Citizens of

* DECATUR *

AND

NEW DECATUR,

The New Industrial Cities of North Alabama and the Tennessee Valley,

WILL HOLD A CELEBRATION

Of the Opening of a Number of New and Important Industrial Enterprises,

May 29 and 30, 1889.

♦—————**PROGRAMME.**—————♦

SPEECHES AND ADDRESSES OF WELCOME,

By Hon. Thos. Seay, Governor of Alabama; General John B. Gordon, Governor of Georgia; Hon. John T. Morgan and Hon. James L. Pugh, U. S. Senators; Hon. Henry W. Grady; General Joseph Wheeler, M. C.; Hon. Luke Pryor, ex-U. S. Senator, and other distinguished orators.

ARMY REUNION,

To which distinguished Officers and Soldiers of the late war have been invited.

INSPECTION OF THE FOLLOWING INDUSTRIAL PLANTS,

All of which are in full operation or about to go into operation: The new shops of the United States Rolling Stock Co.; the new shops of the Louisville & Nashville Railroad Co.; Decatur Charcoal Iron Blast Furnace; Decatur Charcoal Chemical Works; Decatur Cotton Compress; American Oak Tanning Extract Works; Southern Horse Nail Factory; Ivens & Sons' Foundry and Machine Works; Decatur Car-Wheel Works; Decatur Water Works (35 miles of mains completed); the new works of the Decatur Gas Company; the new plant of the Decatur Electric Light Company, and many other industries, including large Wood-Working Plants, an Ice Factory, &c.

An Old-Fashioned Southern Barbecue

ALSO A BASKET PIC-NIC.

STEAMBOAT EXCURSION

On the Tennessee River to the Government Canal and Locks at Muscle Shoals.

LAYING THE CORNER STONES

Of a \$20,000 School Building, three new Churches and a \$50,000 Opera House. Breaking ground for the new Fair Grounds and Race Track.

GRAND BALL AT "THE TAVERN." — ●

● — **MUSIC AND FIREWORKS.**

—————**COMMITTEES.**—————

INVESTIGATION.—William A. Bibb, Chairman. C. C. Austin, Mayor of Decatur; A. C. Frey, Mayor of New Decatur; Eckstein Norton, President Louisville & Nashville R. R. Co.; M. H. Smith, Vice-President Louisville & Nashville R. R. Co.; Samuel Thomas, President East Tenn., Va. & Ga. Railway Co.; Chas. M. McGhee, President Memphis & Charleston R. R. Co.; A. Hegewisch, President United States Rolling Stock Co.; General Joseph Wheeler, M. C., and twenty-two of the leading citizens of Decatur and New Decatur.

EXECUTIVE.—E. C. Gordon, Chairman. Breckinridge Jones, H. A. Skeggs, J. J. Barclay.

RECEPTION.—A. F. Murray, Chairman.

SPEAKERS.—General Joseph Wheeler, Chairman.

ARMY REUNION.—C. C. Harris, Chairman.

MUSCLE SHOALS EXCURSION.—Maj. J. W. Barlow, U. S. Engineer, Chairman.

MUSIC.—C. H. Albes, Chairman.

RAILROAD TRANSPORTATION.—Breckenridge Jones, Chairman.

LOCAL TRANSPORTATION.—S. D. Wharton, Chairman.

ADVERTISING AND PRINTING.—J. H. Dowland, Chairman.

FINANCE.—J. D. Jervis, Chairman.

BADGES.—C. A. Castle, Chairman.

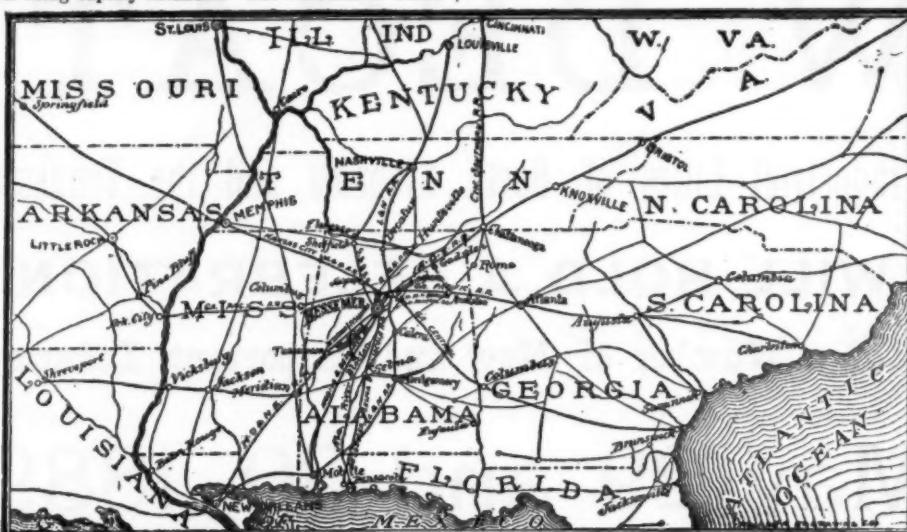
GRAND MARSHAL.—J. R. Stuart.

BESSEMER, ALA.

ITS TRANSPORTATION ADVANTAGES.

In an area of four blocks nine lines of railways center: The Alabama Great Southern R. R.; The Louisville & Nashville Min'l Line; The Bessemer & Huntsville R. R.; The Georgia Pacific R. R.; The Kansas City, Memphis & Bessemer R. R.; The Bessemer & Tuscaloosa R. R.; The Bessemer Dummy Line (standard gauge). All of these lines are running to Bessemer. The Bessemer & Huntsville is completed as far as Village Springs, forty miles on the way up Murphree's Valley, with its ultimate terminal point at Huntsville. It is being rapidly extended. The Bessemer & Tusca-

loosa is completed to Woodstock, a distance of thirty miles, lacking only eighteen miles of reaching Tuscaloosa. At Woodstock this line connects with the Blocton Coal Mines Railway. The lines of the Bessemer, Selma & Pensacola R. R. and Mobile & Bessemer R. R., now under contract and in process of construction, both center in this area. The Sheffield & Bessemer R. R. is projected to Bessemer. It is now built as far as Jasper, forty miles northwest of Bessemer.



THE CITY OF BESSEMER, ALABAMA.

In all the world there is no spot where the economic conditions of iron making are so perfectly and practically combined as at the city of Bessemer, Alabama.

Upon this fact was based the origin of Bessemer; upon this fact depends its present existence and all its future possibilities. Men may come and men may go, but the fact remains that North Alabama is the great storehouse of iron and coal in North America, and Bessemer is its natural center of production and practical, common-sense business men have shown their faith in it by the investment of millions of dollars and the creation of industries that give employment to thousands and furnish the means of comfort and happiness, of education and refinement to thousands of homes.

Situated in the foot hills of the Appalachians in a beautiful valley, well watered and timbered, bordered on the northeast by the Button Mountains, locally known as the Red Mountains, and on the northwest by the Rock Mountains. It is but three miles as the bird flies across the valley from mountain to mountain. On the one side is the great Warrior coal fields, on the other an inexhaustible supply of iron ore, while in the valley between, the Trenton limestone crops vertically. Half way between the Ohio River and the Gulf of Mexico, remote from the rigors of the Northern winter, equally exempt from the heat of the low lands of the Gulf Shore, secure by its mountain elevation from the dreaded scourges of the tropics, with a pure, dry, bracing atmosphere, surrounded by an excellent grazing country where stock can be kept all winter without housing, where cotton and corn can be profitably raised, where the peach, the apple, the pear and the plum thrive, where grape culture on the sunny slopes of the hills is already becoming a special industry. The Northern visitor to this favored locality in February leaves behind the blizzard and dreary expanse of snow-covered country to find the fruit trees in bloom, the ground carpeted with green, the wild flowers in bloom and the birds singing merrily in the woods, while from the depths comes the never-ceasing, inexhaustible tribute of coal and iron to reward the industrious worker.

Scarcely two years have elapsed since a leading capitalist at Birmingham sold his furnace and mining interests and immediately projected a magnificent furnace plant on

the site of what is now Bessemer, at the same time developing ore and coal mines. He simply went to the source of supply, for it is well known that Bessemer supplies three-fourths of the iron ore to the Birmingham district and Chattanooga. The establishment of rolling mills and kindred industries immediately followed, and a year ago the town was projected.

The result is perhaps without parallel in history and without a personal visit and inspection will almost stagger belief. In one year there has grown up a bustling little city of three thousand inhabitants and nearly six hundred substantially built brick and frame houses. Nine lines of railway, three handsome passenger depots, two hotels of architecture and finish that would be a credit to Chicago, blocks of brick and marble front stores that would not be out of place in New York, three churches, a handsome public school building, the most extensive rolling mill in the country, four furnace plants, two in operation, the others under rapid construction, electric light, ice works, planing mill, screw factory, two foundries and two brick yards, water works with ample supply of mountain spring water for 10,000 people.

The city is incorporated, with a Mayor and Board of Aldermen, Police and Fire Department fully equipped, and a Board of Health, with good sanitary ordinances.

It is no wonder that capital and immigration have been attracted to a scene of such unparalleled development and industry, and it is safe to say that nearly if not quite ten millions of dollars have been invested at Bessemer during the past year.

The policy of the Bessemer Land & Improvement Company, which projected the town, has been to build the city gradually and substantially and upon a firm and enduring basis. With this policy steadily in view the company has never promoted nor has it participated in any speculative movements, but it has extended the broadest encouragement to immigrants and has made substantial inducements to the projectors of new enterprises.

The result is already apparent in new enterprises in operation which give employment to skilled workmen, and thus lay the foundation of new homes.



CHARLESTON BLOCK, 300 FEET FRONTAGE, 2D. AVE., BET. 18TH AND 19TH STREETS.

For particular information, as to price of lots, manufacturing sites, and inducements to establishing plants in this unrivaled locality, address the

Bessemer Land & Improvement Company.

H. M. McNUTT, Secretary.

MORRISTOWN, Tenn.

The Plateau City of the Great Valley of East Tennessee

is beautifully located on a plateau of Bay's Mountain, about equi-distant from the Cumberland Mountains which bound East Tennessee on the northwest, and the Alleghany Mountains which bound it on the southeast, and is 300 feet above Holston River, which washes the north base of the plateau three miles from the city. Its mean elevation above sea level is about 1,350 feet, while the hills and mountains immediately surrounding it rise to an altitude of 1,935 feet, affording views of surprising extent and grandeur, and at the same time so modifying the temperature that the thermometer rarely registers higher than 90° in summer or lower than 10° in winter. *Its drainage is admirable, and malaria is unknown. It has nearly trebled its population since 1880, having now about 4,000 inhabitants.* It is the commercial and business center of the richest and most extensive agricultural district in the State, where all the cereals and all the grasses

and tobacco are grown to perfection, and where fruits and berries abound. It has hundreds of thousands of acres of uncultivated forests accessible to it, abounding in Poplar, Pine, Hemlock, six varieties of Oak, Chestnut, Hickory, Cedar, Maple, Birch, Beech, Sycamore, Gum, Locust, Laurel, Buckeye, Mulberry, Ash, Cherry and Walnut. *The Celebrated East Tennessee Marble* underlies a part of the city, and it is surrounded with rich deposits of Iron Ore, Manganese Ore, Zinc Ore and Lead Ore. It has been said by one who has made a study of the subject, that within a radius of 50 miles around Morristown *every variety of iron ore in the United States can be duplicated, and a coke can be made equal to Connellsville coke.* We claim without hesitation that **Morristown has in its immediate vicinity richer mineral ores, and a greater variety of them, than any city on the Continent.**

MORRISTOWN

has Railroad Facilities equal to any city between Lynchburg and Chattanooga, and they will be speedily increased by the completion of the Carolina, Cumberland Gap & Chicago Railway, making the shortest possible railway route between the great cities on the Ohio River, Cincinnati and Louisville, and the seaboard cities, Charleston, Port Royal and Savannah. Besides, the Baltimore & Ohio Railway will probably extend a branch to it from Lexington, Va., and the Tennessee Midland will in all probability be built to Morristown, and a line be built giving direct connection with Atlanta.



MAP SHOWING RELATION OF MORRISTOWN TO THE COUNTRY AT LARGE.

It is lighted with electricity, and has water works under contract, and is now inaugurating a system of street railways. Its climatic advantages, its unsurpassed record for healthfulness, its abundance of pure water, its central and beautiful location, its transportation facilities, its fruitful agricultural surroundings, its contiguity to rich and exhaustless fields of iron, manganese, zinc and lead ores, marble, coal and timber, mark it as a place destined to be the commercial, manufacturing and railway emporium of Upper East Tennessee, Western North Carolina and Southeastern Kentucky.

To expedite this destiny the city authorities have wisely exempted from taxation for ten years all manufacturing establishments that will give employment to fifteen or more persons, and the county authorities have done the like, so that manufacturing establishments will be exempt from all taxation for ten years, except the merely nominal tax for State purposes. There has been no "boom" or inflation of prices at Morristown, and, as it possesses within itself and contiguous to it almost every element of wealth, it now presents the most inviting field for investment of any city in the South.

Persons who may desire fuller information can obtain it by calling on or addressing

MONTVUE LAND COMPANY

POSTOFFICE BUILDING, — MORRISTOWN, TENNESSEE.

A SUMMER RESORT

2,300 Feet Above Sea Level.
Pure Oxygenated Air, Broad
Streets, Fine Pavements,
Mineral Waters.

WYTHEVILLE,

★ VIRGINIA. ★

"THE SARATOGA OF THE SOUTH."**AN ALL THE YEAR-ROUND RESORT.**

With its present capacity cannot accommodate the crowds of summer visitors. Hence, to secure a large modern hotel the town council will donate a site containing ten acres of land, beautifully situated, with commanding views of surrounding mountains, and perfect drainage, to any person who will build one.

The town is situated on the summit of the Alleghanies, 2,300 feet above tidewater, 133 miles from Lynchburg, 71 from Bristol, Tenn., and on the line of the Norfolk & Western Railroad, midway between New York and New Orleans. Population 3,000. No better place situated for a summer and winter resort.

Its air is pure and invigorating. During the summer months a pleasant mountain breeze cools the heat of midday, and a blanket is requisite for comfort during the night. It is recommended by eminent physicians to those suffering with consumption, catarrh, dyspepsia, nervous prostration and insomnia.

It is beautifully laid off in squares, with wide streets, many of which are macada-

mized and adorned with spacious yards. It is the center of a network of country roads, all affording delightful drives for health and recreation. It is situated in the famous blue grass region, and the grass is of spontaneous growth.

It contains an ever-flowing fountain of excellent alum-chalybeate water on Main street, especially recommended for dyspeptics and delicate ladies and feeble children, free to all. Within a few miles is the celebrated Cove Lithia Springs, specially noted for its curative powers. Limestone and Freestone Water can be had in abundance.

Its church, school and collegiate facilities are superior to those of any summer resort in the State.

FREE FROM MALARIA. FREE FROM MOSQUITOES. FREE FROM CYCLONES. FREE FROM EPIDEMICS.

19 Hours from New York. 12 Hours from Washington. 37 Hours from New Orleans. 24 Hours from Memphis. 20 Hours from Louisville. 12 Hours from Nashville. 24 Hours from Savannah. 15 Hours from Atlanta. 6 Daily Trains. 1 Telegraph Office. 2 Banks. 1 Insurance Company. 2 Weekly Papers.

ADDRESS

C. W. GLEAVES, Mayor.

Wythe County, Va.

First Premium Mineral and Timber County of the State.

Awarded at Richmond Exposition, 1888.

The best Mineral, Timber and Agricultural County inviting the attention of Railway and Manufacturing Capitalists in the Appalachian Chain. The best bodies of Mineral and Timber are in close proximity to water powers of unlimited capacity.

No finer health resort in the world. Has an elevation of 2,300 feet above sea level. Ores and Minerals in greatest profusion and variety.

IRON ORES.—Brown, Red and Magnetic, occupying 110 square miles of the county territory. Less than 10 square miles of these now yield annually over 130,000 tons of ore.

ZINC AND LEAD.—The largest deposits in the world. These mines supplied the armies of the Patriots of '76 with lead. The first lead mined in this county was in 1756.

SEMI-BITUMINOUS COAL.—Occupies 25 square miles of the county's territory. Limestone for fluxing and for lime in purest qualities known. The decomposition of which makes the most productive soil for grain and grasses.

SUPERIOR FIRE CLAYS are now being discovered.

MINERAL WATERS of great excellence, with established reputations of many years, such as Lithia, Bromide-Arsenic, Sulphur, Chalybeate and Alum.

Splendid Agricultural Facilities.

NATIVE BLUE GRASS, luxuriant growths of Timothy and Clover. Average yield of Wheat, 15 bushels to the acre. The highest yield of Corn to the acre, 105 bushels. Finest location for Creameries in the South.

The Timber Lands of Wythe County,

Unexcelled for the character, quality and production of its hard woods, such as White Oak, Hickory, Walnut, Poplar, Pine, Hemlock and Ash.

Large Forests of Car Lumber White Oak.

All Capitalists, Manufacturers and Farmers are cordially invited to come. Lands are cheap. Iron can be made as cheap as in Birmingham, from the finest ores in the world. The Farming Lands are the best all-round crop lands in the entire South. For any further information, address

FRANK ST. CLAIR, Secretary County Committee,
Box 37, Wytheville, Va.

Fort Worth, Texas

THE CHICAGO OF THE SOUTHWEST. ←

Population in 1876, 1,100. Population 1889, 32,000. And is to-day the Largest Railroad Center of its Age in the World, and is the only gate through which everything must pass to the FAMOUS PANHANDLE of Texas, the greatest wheat-producing country in the world.

Fort Worth needs and will give substantial and hearty encouragement to Cotton and Woolen Mills, Iron Works and Machine Shops, Paper Mills, Tanneries, Factories for the manufacture of Wagons and Carriages, Furniture and all kinds of Woodenware, and all other manufactures.

WE HAVE THE RAW MATERIAL IN ABUNDANCE.

Fort Worth possesses advantages for Investors, Manufacturers, Merchants, Professional Men and Home-Seekers such as no other city in the Southwest can offer.

Fort Worth is 700 feet above the sea, and its Drinking Water is supplied by about 200 Artesian Wells, and from the manner in which

The Panhandle is Filling Up By Thrifty Farmers,

it is safe to predict, from the fact that Fort Worth alone is the entrepot of that great country, that she will, in twenty-five years, be

The Largest City in the United States

SOUTHWEST OF CHICAGO.

* Excepting, possibly, St. Louis and Kansas City. *

WHAT FORT WORTH HAS:

She has Seven National Banks, with a working capital of over \$2,000,000.00.

She has one of the Best Holly Water Works System for supplying the City.

She has one of the best Fire Departments in the State.

She is one of the Healthiest Cities in the world.

She has 20,000 acres of Coal within ninety miles of the City.

She has mountains of Purest Iron within 150 miles.

She has system of Gas Works, and first-class Electric Plant Building.

She is erecting finest Board of Trade Building in the Southwest.

She has a complete system of Electric Street Railway.

She has eighteen miles Sewerage.

She has seventeen Churches.

She has forty miles of Graded streets.

She has between \$100,000 and \$200,000 in Public School Buildings.

She is handling nearly 40,000,000 pounds Cotton annually.

She has large Grain Elevators with capacity of 500,000 bushels.

She has Flour Mill capacity 1,000 barrels per day.

She has a Social Club with the finest Library Rooms in the State.

She has \$1,000,000 worth New Buildings in course of construction and under contract.

Fort Worth is the Most Public Spirited,

Go ahead, stirring City in the Southwest, and its citizens have given away over \$1,000,000 in donations to Railways and other Corporations to locate here, as the Constitution of the State precludes the voting or granting of Subsidies.

THE TEXAS SPRING PALACE,

A Grand Karporama of Texas. A Unique and Novel Creation, illustrating

Her Unlimited Resources, her Boundless Possibilities, her Wealth and Progress.

OPEN FROM MAY 29th to JUNE 19th.

For any further information address

Secretary of Board of Trade,

FORT WORTH, TEXAS.

Anniston

THE CENTER OF
Iron and Cotton Industry
AND MINERAL WEALTH.

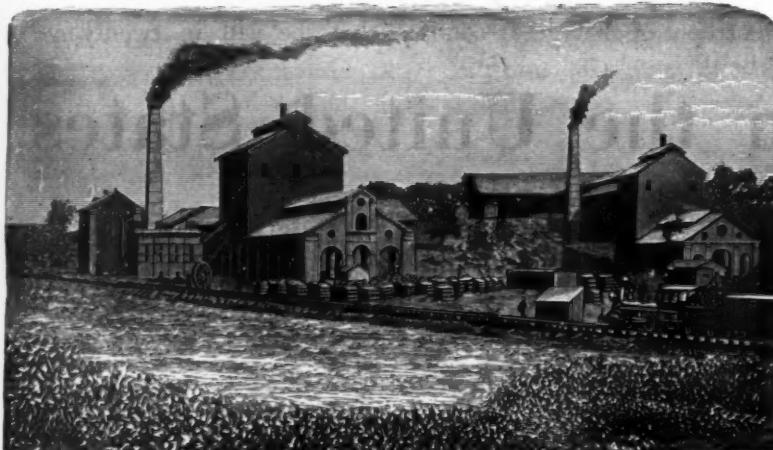
"The Model City of the South."

IT IS

The Profits of Labor only that can add to the wealth and prosperity of a nation or community. It is this only that can make business successful and profitable, sustain and add to the value of real estate.

WHERE

Nature's resources are greatest, where nature's capital in rich agricultural lands, and where iron, coal and other useful minerals are most abundant, most accessible and of superior quality for all purposes, there will capital find its safest investment, largest returns and labor reap its richest reward. It is to the Anniston District where the best professional mining engineers and experts of the United States declare the great center of the iron industry of the South will drift, where its manufacture will be most permanent and profitable, and where ores in the greatest abundance and accessibility exist, and where they will be most easily mined, that this applies.



WOODSTOCK FURNACES—ANNISTON.

The Development of the Past Fifteen Years

Confirms all this, and every year convinces the experts of the correctness of their judgment. It is no longer opinion based on scientific and practical education; it is a fact that is clearly and successfully demonstrated, so that the visitor to the Anniston District can see at every step. The four iron furnaces that have been so long and successfully operated, and the new plant now being erected, and rapidly approaching completion, which will be capable of producing one hundred thousand tons of pig iron a year, demonstrate that

NOWHERE ELSE IN THE SOUTH

Has the iron industry been so profitable and so successful, or been established on so permanent a basis, and of no district is this so universally conceded by all, while nowhere else have arrangements been perfected and already established on so complete a scale to work the crude iron into higher branches of manufacture to increase its value, and to bring into the district the profits of skilled labor. **THE GREAT CAR WHEEL WORKS OF NOBLE BROS. & CO.**, their rolling mill and steam forge and machine shops, and the Alabama Car Works, have been absorbed by the

UNITED STATES ROLLING STOCK COMPANY

With a capital of \$4,000,000, for the purpose of adding to and enlarging the entire plant to build **TWENTY CARS A DAY**. Everything that goes into the creation of a car, except the tin for the roof and the wire nails, will be created from Anniston's crude material by her labor and skill. Fifty tons of wheel iron will be made into car wheels daily, twenty tons into car axles, fifty tons of pig iron into car and other castings, and fifty tons into bar iron and bolts, making nearly ten thousand dollars per day added to the wealth of the country by profitable labor converting nature's capital to the use of man. This company have a capital of \$4,000,000, and their Anniston works will represent a cash outlay of \$1,000,000. One thousand skilled mechanics will be employed as soon as the great enlargements under way can be completed.

THE STEEL BLOOMARY

Consumes and increases the value of twenty tons of pig iron per day, while the Pipe Foundry converts to the use of man **TWO HUNDRED TONS OF PIG IRON PER DAY** in one of the largest and best planned and most convenient labor-saving works on this continent. *The Foundry of Murray & Stevenson, Engine and Machine Works of Pinder & Co., and Boiler and Sheet Iron Works of J. & D. Noble*, all add to the consumption of crude material by the creation of finished work.

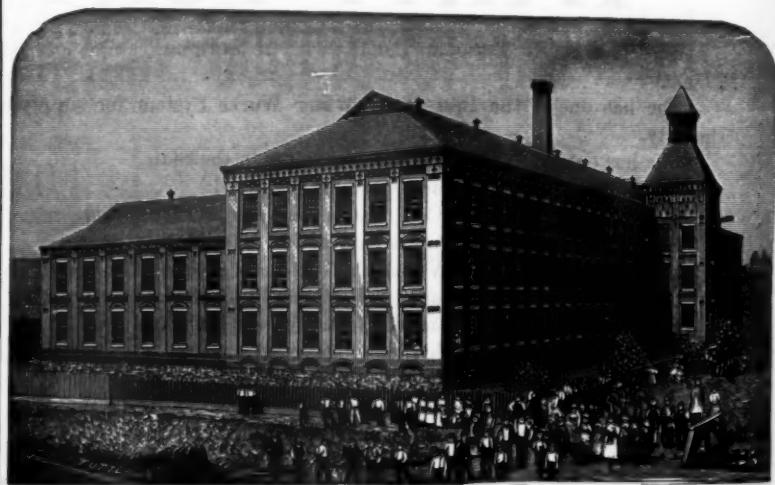
NOR IS IT TO IRON ALONE

That Anniston relies for increase of wealth and population. The Cotton Factory, with eleven thousand seven hundred spindles and three hundred and seventy-five looms, employing over three hundred and fifty operatives, adds greater value to the products of agriculture by converting six thousand bales of cotton into cotton cloth. The immense ninety-inch Morse Cotton Compress, with its brick warehouses, is fast making Anniston a cotton market and commercial center, and aiding its wholesale and retail merchants to extend and hold the trade of the country tributary to Anniston that its system of railroads has opened to them. The Georgia Pacific, the East Tennessee, Virginia & Georgia Railroad systems,

Give Direct Communication and Through Rates

To all parts of the country, while the Anniston & Atlantic Railroad, built by Anniston capital to open up new agricultural and mineral resources, gives Anniston, by connection with the Central of Georgia system, communication with the Atlantic sea coast and the new Anniston & Cincinnati Railroad, built and owned by Anniston citizens, opens up new resources and connections, and a shorter line with the great Northwest.

The proposed extension of the Anniston & Atlantic Railroad to Blocton will give another and shorter line to the great Cahaba Mines, producing the very best coal for domestic and manufacturing purposes in the South. Forty thousand acres of these coal lands, upon which a million and a half dollars have been lately spent in opening new mines and building several hundred coke ovens, **ALL OWNED AND CONTROLLED BY ANNISTON CAPITAL**, and developed to mine and manufacture three thousand tons of coal and coke per day, secures to Anniston for generations to come a full and certain supply of cheap fuel for all her industries, operated where a rich agricultural country can feed a manufacturing and commercial people, and where the



ALABAMA MANUFACTURING COMPANY'S COTTON MILL—ANNISTON.

Best, Healthiest and Most Invigorating Climate in the World,

With mountain air and pure water, and an elevation of nine hundred feet above tide water, insures the health and comfort of the workman and his family; where health and comfort stimulate and lighten labor, and secure to it and its industries the reward due to both. It is these advantages which have been given by nature that enabled Anniston's citizens to create her past and present prosperity, and which secure her future. It is that they may participate in and avail themselves of these advantages that Anniston invites **NEW CAPITAL AND TALENT AND ENERGY** from all sections. We invite all to come and see, and on the spot to judge for themselves of Anniston's great resources and possibilities. The comfort and quiet of the famous Anniston Inn will make a visit to our city a treat and pleasure. Any information, attention and courtesy will be given and shown by addressing or applying to the

ANNISTON CITY LAND CO., Anniston, Ala.

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

*Means machinery is wanted, particulars of which will be found in "Machinery Wanted" columns.

**In correspondence relating to matters reported in this paper, it will be a favor if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Alco—Railroad.—The Harold Railroad is to be extended up the Conecuh river.

Alexander City—Oil Mill and Fertilizer Factory.—A stock company is being formed to build the cotton-seed oil mill referred to last week; also a fertilizer factory.

Anniston—Machine Works.—C. F. Redwitz and E. T. Gennert, lately reported as contemplating the erection of machine works for the manufacture of their patent cotton-seed oil mills, have decided to commence work at once and have let contract to W. C. King & Co. to remodel the Universal Horseshoe building for their works.

Anniston—Railroad.—James A. Reeves, W. G. Daniel, A. M. Pratt and others have incorporated the Chattanooga Southern Railroad Co. to build a railroad from Anniston to a point at or near Alpine, Ga. The capital stock is \$100,000.

Anniston—Railroad.—The Anniston & Montgomery Railroad Co., mentioned in last issue as to begin work on their road about June, have accepted a proposition from the Alabama Construction Co. to build the road.

Anniston—Foundry and Machine Works The Anniston Foundry & Machine Works are enlarging their works.

Attalla—Oil Mill.—The cotton-seed oil mill mentioned last week will be built by the Van Winkle Gin & Machinery Co., of Atlanta, Ga.

Attalla—Iron Works.—It is rumored that the Roane Iron Works, of Chattanooga, Tenn., will be removed to Attalla. Rumor is probably incorrect.

Attalla—Rolling Mill.—Negotiations are being made for the erection of a rolling mill. Capt. Walsh can give information.

Bessemer—Saw and Planing Mill.—Buck & Preston have started a saw and planing mill.

Birmingham—An English syndicate will, it is reported, invest \$2,000,000 in and about Birmingham.

Birmingham—The Birmingham Turkish Bath Co. has been chartered by Walter W. Davin, G. B. Dennison, John F. Valmer and others with a capital stock of \$60,000.

Birmingham—Oil Mill, Bagging Factory, &c.—The State Farmers' Alliance have decided to locate their headquarters at Birmingham and will erect buildings for exchanges, &c. They contemplate starting a cotton-seed oil mill, bagging factory, &c., at some point in the State.

Birmingham—Steel Plant.—The steel plant reported last week as to be built by the Henderson Steel & Manufacturing Co. will be of 50 tons daily capacity. It will be an open-hearth furnace. Their capital stock has been increased \$60,000.

Brewton—Machine Shop and Foundry.—A machine shop and foundry has been started, probably by the Peters Lumber Co.

Brewton—Lumber Mills.—The Peters Lumber Co. are reported as building an addition to their lumber mills.

Brierfield—Railroad.—The East Tennessee, Virginia & Georgia Railroad Co. (office, Knoxville, Tenn.), lately mentioned as to build a branch road from some point on their Selma division to Birmingham, have incorporated the Brierfield, Blocton & Birmingham Railroad Co., capital stock \$2,000,000, to build the road mentioned; also a branch to Blocton, 8 miles. Surveys are being made.

Bluffton—Plow Factory.—Mr. Pryor has organized a stock company to establish a plow factory.

Eufaula—Railroad.—Mr. Lamar and associates will incorporate a company to build a railroad from Eufaula to Richland, 30 miles. Estimated cost is \$500,000.

Eufaula—Electric-light Plant.—The Westinghouse Electric Co. will erect the electric-light plant referred to last week. The Thompson Houston Electric Co. may erect a plant also.

Florence—Cotton Mill.—The Alabama Land & Manufacturing Co. are putting the new machinery in their Cypress Cotton Mill, previously mentioned.

Florence—Sash and Door Factory.—A sash, door, blind and woodenware factory will be established.

Florence—Brick Works.—The Florence Brick & Contracting Co., previously mentioned as organized by McGarry & Co. to build brick works with a capacity of 40 M daily, will increase capacity to 75 M daily.

Florence—Railroad.—The Florence Northern Railroad Co. of Alabama, and the Florence Northern Railroad Co. of Tennessee have consolidated.

Florence—Machine Shops.—Armstrong Bros., of Springfield, Ohio, will, it is reported, move one of their machine shops, valued at \$75,000, to Florence later in the year.

Greenville—A company has been organized to secure the establishment in Greenville of new manufacturing industries.

Greenville—Railroad.—Flowers & Plagler contemplate building 5 miles of narrow-gauge railroad.

Keener—Oil Mill and Fertilizer Factory. W. B. Beeson will build a cotton-seed oil mill and a fertilizer factory. Capacity of each is to be 10 tons daily.*

Lincoln—Saw Mill.—G. O. Smith will put new machinery in his saw mill.

Mobile—Electric-light Plant.—The Alabama Fuel, Light & Supply Co., G. B. Clark, president, and P. D. Barker, secretary, have changed their name to the Alabama Electric Light & Power Co.

Newcastle—Coke Ovens.—The Milner Coal & Railroad Co. will build 50 coke ovens.

Newton—Planing Mill.—G. Hallford will start a planing mill.

Oxford—Dummy Railroad.—The Anniston, Oxford & Oxanna Street Railway Co., previously mentioned as to extend road and put on dummy engines, have increased capital stock to \$75,000.

Selma—Railroad.—The Kansas City, Memphis & Birmingham Railroad Co. (office, Birmingham) will, it is reported, purchase the Cincinnati, Selma & Mobile Railroad and extend it from Akron Junction to Jasper.

Sheffield—Paint Works.—The Sheffield Paint Co. will meet on June 14 to authorize the borrowing of \$10,000.

Spring Garden—Water Works.—The Spring Garden Water Works, Land & Improvement Co. has been organized with J. W. Tucker, president; W. M. Graham, secretary, and W. T. Clark, treasurer, to build the water works previously reported.

Swamp—Furniture Factory.—W. H. Smith is considering the adding of machinery to his mill for the manufacture of furniture.

Talladega—Saw Mill.—C. G. Alderman will rebuild his saw mill 3 miles from Talladega, mentioned in this issue as burned.

Tuskaloosa—Timber Lands.—A party of capitalists are endeavoring to purchase 40,000 acres of timber land in Pickens and Tuscaloosa counties.

Union Springs—Oil Mill, &c.—S. J. Foster, previously reported as to build a cotton-seed oil mill, has with others organized the Bullock County Manufacturing Co. They will erect a cotton ginnery also. D. C. Carswell, of Nashville, Tenn., has contract for erecting plant.

Walnut Grove—Brick Works.—Brick works will be established.

ARKANSAS.

Antoine—Lumber Mill.—A new lumber mill has been erected.

Atkins—Publishing.—J. F. Darr and others will publish the Mail.

Batesville—Water Works and Electric-light Plant.—The Batesville Water Works & Electric Light Co. will probably put in their plant this year.

Baxter—Saw Mill.—S. A. Duke & Co. will add new machinery to their saw mill.

Camden—Coal Mines and Lumber Mill.—The Ouachita Coal Co. will, it is reported, increase the output of their mines, change their railroad to standard gauge and build a saw and planing mill.

Hope—Saw Mills.—The Spring Hill Lumber Co. has lately been organized. They have a saw mill near Hope and one at Fulton.

Greenway—Flour Mill.—Hicks & Cooper will build a 30-barrel roller flour mill.*

Hot Springs—Railroad.—The Hot Springs Branch Railroad Co. will, it is reported, change their road to standard gauge next October. The iron bridges along road will have to be changed.

Jonesboro—Water Works.—The city council are offering inducements to secure the building of water works.

Lonoke—Canning Factory.—John L. Black contemplates starting a canning factory. About \$10,000 is amount contemplated to be invested.*

Macon—Lumber.—The White Cloud Lumber Co. has been incorporated by E. H. Hillman, J. B. Browning and others with a capital stock of \$50,000.

Okolona—Tile Factory.—James Townsend is building a tile factory.

Osceola—Tramway.—The Osceola Tramway & Lumber Co. will extend their tramway from Golden Lake to Walnut Grove.

Pine Bluff—Foundry.—G. M. Dilley & Son have enlarged their foundry and machine shop.

Pine Bluff—Saw Mill.—A saw mill to cost \$6,000 will be erected.

Prescott—Saw and Planing Mill.—S. W. Brower will at once rebuild his saw and planing mill 8 miles from Prescott, mentioned last week as burned. Loss was \$7,000.*

FLORIDA.

Apalachicola—Railroad.—A company will be incorporated to build a railroad from a point on the Pensacola & Atlantic Railroad to Apalachicola via St. Andrews and St. Joseph.

Apalachicola—Saw Mills.—Two large saw mills are reported as to be built soon.

Arlington—Handle and Spoke Factory.—M. V. B. Van Ness contemplates starting a factory for manufacturing handles, spokes, hubs, etc.*

Dade City—Saw and Planing Mill.—Rand & Drew, lately reported as building a saw mill 3 1/2 miles from Dade City, are interested in the Withlacoochee River Land & Lumber Co. They have also erected planing machinery.

De Land—Cabinet Factory.—Cairns & Pearson will build a new cabinet factory.

Escambia—Railroad.—Skinner & McDavid will extend their logging road a distance of 3 miles.

Floral City—Canal.—The Orange Transit Canal Co. will extend their canal about 20 miles, and are making surveys.

Higley—Saw Mill.—Alsobrook & Scott have purchased additional machinery for their saw mill.

Key West—Artesian Well.—The Key West Water Supply Co. will sink an artesian well.

Orlando—Laundry.—A steam laundry is to be started.

Pensacola—The English syndicate previously mentioned as purchasing the properties of the Michigan Lumber Co., the Muscogee Lumber Co., and George W. Robinson & Co., are organized as the Southern States Land & Lumber Co., Limited. The capital stock is £165,000. The purchase includes about 400,000 acres of land, several lumber mills, about 40 miles of railroad, &c.

Sanford—Broom Factory.—L. G. Stockin, late of Burlington, Iowa, has started a broom factory.

Sanford—Variety Works.—W. A. Miller is starting variety works.

Sorrento—Saw Mill.—H. Wadsworth has purchased saw-mill machinery.

St. Joseph—Saw Mills, &c.—A syndicate of capitalists will, it is reported, build large saw mills and a logging road from St. Joseph to Iola.

Tallahassee—Bills have been introduced in the legislature to incorporate the West Florida & Alabama Railroad Co., the Brooksville & Laccoochee Railroad Co., and Brazee, Borden & Co., of Green Cove Springs, to operate saw and planing mills.

GEORGIA.

Acworth—Canning Factory.—The canning factory will be enlarged. Mr. Williams is superintendent.

Americus—Iron Foundry.—Hegeman & Beyard will, it is reported, build an iron foundry.

Americus—Shingle Mill.—Hitt & Co. will start a shingle mill at some point in Georgia other than Americus.*

Americus—Planing Mill, &c.—W. W. Hagerman and F. Bleeker will build a planing mill and variety works.*

Atlanta—Bottling Works.—The Moxie Co. have increased capacity of their bottling works.

Atlanta—Water Works.—The water commissioners have received an appropriation of \$10,000 from the council to be used in making investigations in regard to increasing the water supply of the city.

Atlanta—New Industry.—A Zanesville (Ohio) company offer to remove their large factory to Atlanta if given sufficient inducement.

Atlanta—Perfume Factory.—The Florida Perfumery Co., of Jacksonville, Fla., are moving their factory to Atlanta.

Augusta—Lumber Mill.—Stillwell, Miller & Co., previously mentioned as building a

lumber mill, have chartered the Augusta Lumber Co. The authorized capital stock is \$250,000.

Bainbridge—Timber Lands and Lumber Mill.—English capitalists are inspecting timber lands with a view, it is said, of purchasing 400,000 or 500,000 acres of land and erecting a big lumber mill. T. A. McSpeiden, of Baltimore, Md., has the party in charge.

Bainbridge—Novelty Works.—Henning & Lamb will build novelty works.

Bainbridge—Shingle and Grist Mill.—Mr. Humphries has, it is stated, started a shingle and grist mill.

Bainbridge—Shingle and Lath Mill.—Wilmer & Graham will erect a shingle and lath mill.

Brunswick—Compress.—The Brunswick Compress Co. are putting in a new cotton compress. Miller & Bierce, of Philadelphia, Pa., and Memphis, Tenn., have the contract.

Brunswick—Railroad.—McDeunid & Ross have the contract for building the South Brunswick Terminal Railroad, reported last week.

Butler—Cotton Factory.—E. B. Waters is organizing a company to build a 2,000-spindle cotton mill for manufacturing yarns.*

Cartersville—Factories.—E. S. Riley, T. H. Willingham & Son, of Atlanta, and others have formed a \$200,000 stock company to secure and aid the starting of new manufacturing enterprises.

Cedartown—Cotton and Woolen Mills.—Companies are being organized to build a cotton mill and a woolen mill. Work on former will soon be started.

Cedartown—Dummy Line.—A dummy line to Cave Springs, 9 miles, is projected.

Cordele—Furniture and Coffin Factory.—Sidney Bunn, late of Ipswich, England, will establish a furniture and coffin factory.

Cordele—Ice Factory.—A stock company is being organized to erect an ice factory.

Cordele—Saw Mill.—The Cordele Wood & Land Co. is being organized to saw and ship wood. C. C. Winter can give particulars.

Columbus—Phonographs.—The Georgia Phonograph Co. has been incorporated.

Columbus—Railroad.—G. G. Jordan and others will incorporate the Alabama, Georgia & Florida Railroad Co. to build a railroad from Columbus to Florida.

Empire—Railroad.—The Empire Lumber Co., previously reported as to extend their 15-mile railroad to Dublin and then to some point on the Central Railroad, have issued bonds for the extension. It will be standard gauge, and 56-lb. rails will be used.

Fort Valley—Water Works.—John A. Houser, H. C. Harris, C. G. Gray and others will sink an artesian well with a view to building water works if sufficient supply can be secured.

Griffin—Mill and Gin.—J. T. Manley, of Brushy, will build a mill and gin.

Griffin—Electric Lighting.—The Brush Electric Co. have received contract to light the city.

Hephzibah—Variety Works and Grist Mill.—W. W. Murphey and W. D. Acton will erect the variety works mentioned in last issue; also the grist mill.

Hoboken—Railroad, &c.—Baxley, Boles & Co. have lately purchased 30,000 acres of timber lands and are building a railroad, 10 miles long, to develop same.

Jackson—Evaporator.—Richard Frutal will add an evaporator to his canning factory.

Lexington—Oil Mill.—The erection of a cotton-seed oil mill is talked of.

Lexington—Granite Quarries.—Granite quarries will, it is reported, be opened during the summer.

Machen—Railroad.—The Covington & Macon Railroad Co. (office, Macon) will

build a branch road from Machen to Eatonton, 17 miles.

Macon—Asphalt Works.—George F. Work, reported last week as contemplating building works for manufacturing asphalt paving blocks, is interested in the Asphalt Block Co., Fourth and Walnut streets, Philadelphia, Pa.

Macon—Water Works.—The Macon Gas & Water Co. will add another pump to their water works with a capacity of about 5,000 gallons daily.

Milledgeville—Bridge.—D. B. Sanford will receive bids until June 13 for the construction of a bridge across Camp creek between Milledgeville and Scottsboro. The bridge is to be of lumber, 100 feet long and 12 feet wide.

Montezuma—Brick Works.—H. L. Hill, previously reported as to start a brick-yard, has, with William Minor and E. J. Wilson, organized a company.

Monticello—Railroad.—The Covington & Macon Railroad Co. (office, Macon) will extend their road from a point at or near Monticello to Griffin.

Ochlocknee—Shingle Mill.—H. M. Little contemplates adding a shingle machine to his saw mill.

Rockmart—Brick Works.—William P. Davis contemplates starting works for manufacturing paving bricks from slate refuse.

Rock Springs—New Town.—Charles Handy and associates have purchased 12,000 acres of land and will lay out a town. They have purchased the old roadbed of the proposed Cincinnati, Harrison & Selma Railroad, and will build the road, it is stated.

Savannah—Planing Mill.—J. J. McDonough & Co. have enlarged their planing mill.

Savannah—Water Works.—The estimated cost of the new water works mentioned in last issue is \$120,000.

Savannah.—The Bartow Investment Co., previously mentioned as incorporated to deal in real estate, have also the power to conduct a general lumber business, build tramways, etc. The paid-in capital stock is \$50,000.

Talbotton—Oil Mill.—The capital stock of the company lately mentioned as being organized by W. T. Dennis to build a cotton-seed oil mill is \$20,000.

Sparta—Cotton Factory.—Parties will, it is reported, purchase the Montour Cotton Factory from D. P. Ferguson and put it in operation.

Spring Creek—Saw Mill.—Jessie H. Powell will build a 35 horse-power saw mill.

Towaliga—Oil Mill.—B. C. Kinard, J. M. C. Thaxton, W. C. Kinard and others will erect a cotton-seed oil mill.*

Waycross—Canning Factory.—H. W. Reed & Co. are building a canning factory.

KENTUCKY.

Ashland—Saw and Planing Mill.—A. P. Brewer and others, of East Saginaw, Mich., state that they will not build the saw and planing mill referred to last week at present.

Bardstown—Gas Well.—T. P. Benjamin will probably organize a company to bore for natural gas.

Beattyville—Railroad.—Fell & Rider will complete the contract of Wade, Scofield & Co. for building the Kentucky Union Railroad at the mouth of the Middle Fork.

Brandenburg—Gas and Oil.—H. F. Haynes, J. W. Fontaine, M. G. Reed and others have incorporated the Second National Gas & Oil Co. with an authorized capital stock of \$1,000,000. Object is to drill for gas and oil.

Brandenburg—Natural Gas.—The Ben Harrison Natural Gas Co. has been chartered by M. A. Wolfe, D. F. Richardson and others to develop oil and gas lands. Authorized capital stock is \$1,000,000.

Brandenburg—Natural Gas.—The Hill Grove Gas & Oil Co. has been chartered

with an authorized capital of \$1,000,000 to develop gas and oil lands by R. L. Simpson, J. W. Lewis, E. A. Smith and D. W. Lewis.

Brandenburg—Natural Gas.—The Signal Gas Co. has been incorporated by W. D. Smith, R. H. Nevitt, J. S. Owings and others to develop oil and gas lands. The capital stock authorized is \$1,000,000.

Brandenburg—Natural Gas.—The Prudential Natural Gas Co. has been incorporated to develop gas and oil lands by G. W. Richardson, H. C. Woodson, J. D. Starks and others. The authorized capital stock is \$1,000,000.

Brandenburg—Natural Gas.—T. P. Cundiff, J. G. Anderson, J. W. Lewis and others have chartered the Imperial Gas Co., with an authorized capital stock of \$1,000,000, to develop gas and oil lands.

Brandenburg—Salt Works.—The Louisville parties who purchased the salt works, &c., from J. S. Moremen, as reported in issue of May 11, have incorporated the Moremen Co. in Louisville. A. W. Moremen, H. S. Barker and D. W. Baird are interested. It is stated that works will be enlarged.

Central City—Water Works.—The Central City Water Co. will build water works and are negotiating to supply city. Capital stock is \$10,000, and \$30,000 of bonds will be issued.

Covington—Fire Escapes.—The Ring Link Fire Escape Co. has been incorporated by Edward Rowe, W. D. Hoke and F. S. Hastings. The capital stock is \$50,000.

Covington.—The Comet Towboat Co. has been chartered by William Osterhouse and others.

Frankfort—Saw Mill.—J. W. Wakefield has added \$3,000 of machinery to his saw mill.

Frankfort—Saw Mill.—Rule & Whitmore have lately improved their saw mill.

Frankfort—Flour Mill.—L. B. Weisenburg has lately bought roller flour mill machinery.

Franklin—Creamery and Ice Factory.—J. J. Fehr, of Philadelphia, Pa., previously mentioned as making efforts to organize a company to start a creamery, contemplates building an ice factory also.

Franklin—Gas and Oil.—The name of the \$50,000 stock company previously mentioned as formed to bore for oil and gas is the Simpson County Natural Gas & Oil Co. A. S. Walker is interested. Contract for a well has been let.

Franklin—Oil and Gas.—The Franklin Development Co. has been organized to develop oil and gas lands by M. M. Sloss, T. W. MacGill and others. Authorized capital stock is \$500,000. Will soon commence drilling.

Louisville—Mining.—Ivan Prowattain, John F. Reynolds and others have incorporated the American Bituminous Rock Co., to mine bituminous rock. The authorized capital stock is \$1,000,000.

Louisville—Railroad.—The Louisville, New Albany & Chicago Railroad Co. (office, Chicago, Ill.) will spend large amount of money in improving terminal facilities at Louisville, and Indianapolis, Ind.

Louisville—Machine Works.—A. W. Steinbacher and George Komp have incorporated the Steinbacher-Komp Machine Co. for the manufacture of machinery. The capital stock is \$6,000.

Louisville—Feed Mill.—S. Louis parties contemplate establishing a mill to utilize cotton-seed hulls in making feed for live stock.

Louisville—Granite.—The mayor will receive proposals until June 15 for furnishing about 30,000 tons of granite blocks, about 10,000 lineal feet of granite curbing and about 50,000 lineal feet of granite flagging for gutters.

Madisonville—Saw Mill.—W. F. Noel, reported last week as to build planing mill, will have a saw mill connected with same.

Mayfield—Saw Mill.—Boyd Bros. will erect a saw mill in Hickman county.

McHenry—Coal Mines.—The Emporia Land & Coal Co. have purchased coal mines from W. G. Duncan.

Mud River—Coal Mines, &c.—The Mud River Coal, Coke & Iron Co. will probably put in new machinery.

Nicholasville—Bridge.—J. H. Pearson, chief engineer Richmond, Nicholasville, Irvine & Beattyville Railroad, will receive proposals until June 1 for 1,600 cubic yards of rubble masonry and other work for filling 5 cylindrical piers for bridge across Kentucky river.

Olympia—Ore Washers.—The State Creek Iron Co. will lay 1½ miles of pipe to bring water to their ore washers.

Owensboro—Flour Mill.—Davenport & Bradford will improve flour mill, and have ordered \$2,500 of new machinery. Capacity will be increased to 150 barrels daily.

Princeton—Water Works.—Water works are reported to be built.

Richmond—Laundry.—B. J. Clay and D. R. Forman, previously reported as to start a steam laundry, have purchased a laundry at Winchester, and are purchasing also new machinery.

Richmond—Water Works.—The Richmond Water Works Co. have turned their franchise over to the city on condition that the city pay the expenses of same and begin the erection of water works within three months.

Stanford—Brick Works.—W. F. Ramsey has purchased a brick machine for his works with a daily capacity of 30 M.

Stanford—Water Works.—A stock company will probably be organized to build water works.

Sebree—Railroad.—A railroad from Sebree to Owensboro, 45 miles, is projected.

St. Helen's—Land.—The Kentucky Union Land Co., of Louisville, have purchased the one-half interest in the town of St. Helen's owned by the St. Helen's Coal & Iron Co. for \$175,000. They now own all the property—2,700 acres.

Whitesville—Printing.—W. S. Sterett will publish a paper.

Winchester—Railroad.—Munday & Co. have received the contract to build 3 miles of the Kentucky Union Railroad; Stark, Johnson & Co., 2 miles; Mason & Locker, 3 miles, and Mason & Woolfolk, several miles.

LOUISIANA.

Alexandria—Cotton Factory.—The State Farmers' Union contemplate building a cotton factory at some point in the State and will receive propositions from different towns for its location.

Algiers—Machine Shops.—The New Orleans, Fort Jackson & Grand Isle Railroad Co. have been granted right of way through Algiers on condition that they build their shops there.

Bayou Goula—Sugar-house.—Maurice Hanlon is erecting a bagasse burner at the sugar-house on his Eureka plantation.

Canon Store—Sugar-house.—Mr. Rush is putting up a 7-foot low-pressure pan at the sugar-house on his Old Hickory plantation.

Burnside—Sugar Mill.—The Hermitage Planting & Manufacturing Co., of New Orleans, are erecting a two-roller supplemental mill on their plantation.

Cypremort—Sugar Mill.—The address of Mrs. Ernest D. Burgueres, lately mentioned as to erect a two-roller supplemental mill, is Cypremort.

Donaldsonville—Saw Mill.—A. Esnault & Co. will build a saw mill at some point in Louisiana other than Donaldsonville.

Dorceyville—Sugar Mill.—L. M. Soniat

is erecting a second 3-roller mill and vacuum pan on his Cedar Grove plantation.

Farmerville—Saw Mill, &c.—W. P. Chandler will add a saw mill and cotton gin to his machine works.*

Farmerville—Saw Mill.—J. Stein & Co. have improved their saw mill.

Gheens—Sugar-house.—John R. Gheen is putting a double effect in the sugar-house on his Golden Ranch plantation.

Houma—Sugar Mill.—A two-roller supplemental mill is being erected on Ashland plantation of Caillouet & McGinnis.

La Fourche Crossing—Sugar Mill.—Barker & Lepine are erecting a new three-roller sugar mill on their Medora plantation.

La Fourche Parish—Shingle Mill.—Joseph Raborn & Co., of Chicago, have, it is reported, purchased a tract of cypress land from Burton & McAdams, of Baton Rouge, and will erect a large shingle mill.

Morgan City—Packing-house.—A. Booth & Co., of New Orleans, will remove their oyster-packing house to Morgan City.

New Orleans—Sash and Blind Factory.—Roberts & Co. will add new machinery to their sash and blind factory.

New Orleans—Wood-working Factory.—The Sampson Wood Manufacturing Co. will increase the capacity of their factory.

New Orleans—Oil Mill.—John and Chas. B. Maginnis contemplate erecting a cotton-seed oil mill.

New Orleans—Dredging.—Captain W. D. Fisk, U. S. A., will receive proposals until June 10 for dredging in Bayou La Fourche. The amount available is \$40,000.

New Orleans—Electric-light Plant.—The Whitney Iron Works Co. have lately put electric-light machinery in their works.

New Orleans—Cold Storage.—The Victoria Refrigerator & Beef Co., Victoria, Texas, previously reported as to build a cold-storage warehouse at Galveston, Texas, are negotiating to establish it at New Orleans.

New Orleans—Rice Mill.—Haspel & Davis, of Pointe-a-la-Hache, lately mentioned, are removing their rice mill to New Orleans instead of to Pointe-a-la-Hache.

New Orleans—Ice Factory.—The Kankakee Ice Co., of Kankakee, Ill., Frank O. Minor, manager, will establish a large ice factory and are remodeling buildings for same.

New Orleans—The Louisiana & Texas Construction Co., capital stock \$100,000, has been incorporated to build railroads, etc., by E. W. Taylor, W. F. Lake, M. C. Hurley and others.

New Orleans—Elevator Works.—E. Crippen is organizing a stock company to manufacture his patent safety elevator.

Pattersonville—Sugar Mill.—Henry J. Sanders is erecting a two roller supplemental mill on his Luckland plantation.

Plaquemine—Sugar Mill.—Dugas & Landry are improving their mill and putting in a steam train at Nottaway plantation.

St. Gabriel—Sugar-house.—Damare Bros. have purchased the Oakley plantation from H. S. Sanford for \$20,000.

White Castle—Saw and Shingle Mill, &c. William Cameron & Co., of Waco, Texas, previously reported as to build a saw and shingle mill at some point in Louisiana, and Fred. Meyer, previously reported as building a shingle mill, have organized the White Castle Lumber & Shingle Co., Limited. They have purchased largely of cypress lands.

MARYLAND.

Baltimore—Can Factory.—The Houghton Packing Co., lately mentioned as organized to continue the canning business of the late firm of Louis McMurray & Co., are manufacturing cans now for own use and will manufacture for sale to other parties.

Baltimore—Plaster Works.—The United Adamant & Plaster Works have put in new dryer.

Baltimore—Fertilizer Factory.—Lorentz & Rittler have added a new boiler and engine and other machinery to their fertilizer factory.

Baltimore.—The Eureka Coat Pad Co. has been incorporated by Isidore Lowenthal, M. I. Oppenheimer, Williard Grauer and others with a capital stock of \$8,000.*

Baltimore—Brewery.—The George Bauernschmidt Brewing Co. has been incorporated by George Bauernschmidt and others. Will operate the brewery of Mr. Bauernschmidt.

Baltimore—Hair and Bristle Factory.—A. F. Brumer & Co. will put 40 horse power engine and boiler in their hair and bristle factory on Garrison lane.

Baltimore—Railroad.—The Philadelphia, Wilmington & Baltimore Railroad Co. (office, Philadelphia) will, it is rumored, make part of their road a four track road.

Potomac—Gold Mining.—The Winthrop Mining Co. have secured an option on several farms and will prospect for gold.

Rockville—Gold Mining.—Arthur B. Meeker, of Chicago, has leased from Samuel Jones, Miss Peters, J. H. and N. G. Harris, 812 acres of land with the privilege of purchasing same for \$95,000. He will prospect for gold at once.

Washington, D. C.—Water Works.—Col. John M. Wilson, U. S. A., will receive proposals until June 20 for opening trenches and furnishing lead and jute packing and patent jointers for water supply of District of Columbia.

Washington, D. C.—Grading.—Myron M. Parker, representing a syndicate, has contracted with Andrew Gleason for grading and opening streets at Petworth, a suburb of Washington. \$40,000 has been appropriated to commence with.

MISSISSIPPI.

Columbus—Cotton Mill.—The Tombigbee Cotton Mills will issue \$10,000 additional stock to add 50 more looms to their mill.

Grenada—Ice Factory.—Parties contemplate building an ice factory and cold-storage room. Address P. O. Box 184.*

Meridian—Bottling Works.—M. A. Lyon, R. A. Fewell and others have incorporated the Pioneer Mineral & Soda Water Works to establish bottling works. The capital stock is \$5,000.

Meridian—Foundry and Machine Shop.—S. S. Williams will increase the capacity of his foundry and machine shop.

Meridian—Sewerage System.—A sewerage system is contemplated.

Port Gibson—Cotton Mill.—The Port Gibson Cotton Mills Co. contemplate adding some machinery to their cotton mill.

Vicksburg—Electric-light Plant.—The Hill City Electric Light Co. will probably add an incandescent electric-light plant soon.

West Point—Oil Mill.—The West Point Oil Co. will increase the capacity of their cotton-seed oil mill and put in electric-light machinery, and build two warehouses 30x80 feet and 50x80 feet.

NORTH CAROLINA.

Albemarle—Wagon Factory.—Hearne, Spink & Co. are interested in the wagon factory reported last week as to be started.*

Asheboro—Saw Mill.—A. W. McAlister has erected a saw mill 3 miles from Asheboro, and will add edger and lath machine.

Bayboro—Saw Mill.—Potter & Swindell have removed their saw mill to Upper Broad creek.

Bayboro—Bucket and Tub Factory, &c.—Geo. T. Farnell contemplates starting a bucket and tub factory or wooden-plate factory. Work will soon be started.*

Burlington—Wood-working Factory.—W. H. Turrentine will start a wood-working establishment and has ordered machinery.

Burlington—Wood-working Factory.—T. B. Moore will erect a factory for the manufacture of hardwoods.

Central Falls—Cotton Mills.—The J. M. Worth Manufacturing Co., of Worthville, and the Central Manufacturing Co., each operating a cotton mill, have consolidated as the Worth Manufacturing Co. with a capital stock of \$200,000.

Charlotte—Tile Works.—Watson & Cecil will add the manufacture of drain tile to their brick works.

Charlotte—Shoe Factory.—N. W. Crawford & Co. have started a shoe factory.

Columbia Factory—Cotton Mill.—The Columbia Manufacturing Co. will build an addition to their cotton mill during the summer.

Concord—Grist and Saw Mills, &c.—Thomas Rogers will rebuild his grist and saw mills and cotton gin lately reported as burned.*

Concord—Dummy Line.—The Concord Railway Co., lately reported as to build a dummy line, have let the contract for grading and laying tracks to E. Fisher and E. Hall.

Durham—Canning Factory.—A canning factory will probably be started. R. P. Rogers can give information.*

Durham—Broom Factory.—A broom factory is projected. R. P. Rogers can give information.*

Durham—Ice Factory.—C. M. Herndon & Co. will rebuild their ice factory mentioned in this issue as burned.*

Durham—Wagon Factory.—The Durham Sash, Door & Blind Manufacturing Co. contemplate adding the manufacture of wagons.*

Elizabeth City—Electric-light Plant.—A company is being formed by C. Gairkin, Jr., to erect an electric-light plant for both arc and incandescent lighting.

Elkin Valley—Woolen Mill.—The Elkin Valley Woolen Mills will add new machinery.

Elkin Valley—Spoke and Handle Factory.—A spoke and handle factory will be built. Gwynn & Chatham can give particulars.

Fayetteville—Cotton Factory.—It is reported that \$75,000 have been subscribed towards organizing a \$150,000 stock company to build a cotton mill.

Goldsboro—Water Works.—Porter & Godwin have the contract for the water works previously mentioned as to be built by the Goldsboro Water Co.

Greensboro—Wood-working Factory.—The Greensboro Lumber & Manufacturing Co. has been organized for the manufacture of doors, sash, blinds, etc.

Greensboro—Factories.—Companies are reported as being formed to start a wagon and carriage factory and a furniture factory.

Greensboro—Canning Factory.—A company is being worked up to build a canning factory.

Greensboro—Flour Mill.—Efforts are being made to organize a stock company to build a flour mill.

Henderson—Tobacco Factory.—William H. S. Bargwynne will start the tobacco factory mentioned last week and has let contract for a four-story building, 50x145 feet. He will manufacture both chewing and smoking tobacco. H. S. Linthicum has prepared plans.

Henderson—Stemmer, &c.—J. P. Taylor & Co., leaf tobacco dealers, will erect a five-story frame building, 50x120 feet, to be used as a stemmer and prize factory. Work will soon be started.*

High Point—Tobacco Factory.—W. H. Ragan, J. A. Lindsay and others have leased the tobacco factory of Gordon, Peagram & Co., and will put it in operation at once. The capacity is 3,000 pounds per day.

Howe—Cotton Ginnery.—J. S. McKennie will put a steam engine in his cotton ginnery.

Lanford—Cotton Mill.—J. W. Lanford and others contemplate the erection of a 3,000-spindle cotton mill, designed with a view to increasing to 6,000 spindles.

Morganton—Furniture Factory.—The name of the company mentioned last week as chartered with John H. Pearson as president to start a furniture factory is the Morganton Furniture Manufacturing Co. Will soon purchase machinery.

Murphy—Marble Quarries, &c.—The American Marble Co., of Marietta, Ga., will develop marble quarries probably this year, and ultimately establish marble works.

Murphy—Marble and Talc Quarries.—The Notla Consolidated Iron, Marble & Talc Co., lately mentioned as to develop marble and talc quarries, are putting in machinery. Quarries are five miles from Murphy.

New Berne—Water Works.—Major Denison is extending his water works.

Pikesville—Grist Mill.—Sils Pike is building a flour mill.

Salem—Flour Mill.—F. & H. Fries will enlarge their grist mill and put in new engine and boiler.

Selma—Fertilizer Factory.—A fertilizer factory will be built by the Farmer's Alliance.

Shopard—New Town.—A new town is being laid off on the Cape Fear & Yadkin Valley Railroad to be called Autry.

Wadesboro—Stone Quarry.—P. Linehan will put a new outfit of machinery in his stone quarry and resume operations.

Walnut Cove—Box Factory.—W. A. Laah, of Greensboro, and others contemplate starting a box, door and sash factory.

Washington—Oil Mill.—The capacity of the cotton-seed oil mill previously mentioned as to be built by C. W. Taylor will be 20 or 30 tons daily.

Wilkesboro—Sash and Blind Factory.—Hacket, Finley & Co. will build the wood-working factory previously mentioned. They will manufacture sash, blinds, etc.

Winston—Electric-light Plant.—B. F. Hanes is thinking of putting machinery for electric lighting in his tobacco factory.

SOUTH CAROLINA.

Anderson—Ice Factory.—F. H. Townsend & Son, previously mentioned as building an ice factory, have incorporated as the Anderson Ice Co. Capital stock is \$6,000.

Bennettville—Oil Mill.—The Marlboro Cotton Oil Co. has been chartered by C. S. McCall, J. F. Everett, H. H. Newton and others with a capital stock of \$20,000 to manufacture cotton-seed oil.*

Camden—Cotton Mill.—A company is being formed to build a cotton mill. H. G. Garrison can give information if anything is done.

Camden—Oil Mill.—Parties are considering erecting a cotton-seed oil mill. John Glass can give information when anything is done.

Charleston—Cold Storage.—H. I. Kimball, of the Refrigerator Construction Co., of Atlanta, Ga., is in Charleston with a view to organizing a company to build a cold-storage warehouse.

Clover—Cotton Mill.—A. W. Barnett, L. K. Armstrong, J. J. Wilson and others are interested in the Clover Manufacturing Co., lately reported as chartered to build small cotton factory. Capital stock is \$50,000.

Greenville—Canning Factory.—Efforts are being made to form a stock company to start a canning factory.

Greenville—Oil Mill.—The Greenville Oil Mills will add new machinery to their cotton-seed oil mill, increasing capacity from 60 to 80 tons per day.

Harlin City—Canning Factory.—A canning factory will be established. A. P. Butler, commissioner of agriculture, Columbia, can give name of party.

Howe—Cotton Ginnery.—J. S. McKennie will put a steam engine in his cotton ginnery.

Lanford—Cotton Mill.—J. W. Lanford and others contemplate the erection of a 3,000-spindle cotton mill, designed with a view to increasing to 6,000 spindles.

company with about \$40,000 capital will be organized.*

McPherson—Saw Mill, &c.—C. S. Brown has erected a saw and grist mill and a shingle machine.

Oakland—Saw Mill.—Mr. McClure will rebuild his saw mill reported in this issue as burned.

Ridge Spring—Oil Mill and Fertilizer Factory, &c.—W. A. Merritt, G. D. Walker, J. B. Watson and others have incorporated the Ridge Spring Manufacturing & Banking Co., to erect an 18 to 20-ton cotton-seed oil mill and fertilizer factory, canning factory, &c. Capital stock is \$12,000.*

Rock Hill—Oil Mill and Fertilizer Factory. W. L. Roddey, A. H. White, A. E. Smith and others have incorporated the Rock Hill Cotton-seed Oil & Fertilizer Co. to build a cotton-seed oil mill and fertilizer factory. The capital stock is \$50,000.

Seneca—Oil Mill and Fertilizer Factory. B. F. Sloan, L. W. Jordan, M. W. Coleman and others have incorporated the Farmers' Alliance Cotton-seed Oil Mill & Fertilizer Co. to establish a cotton-seed oil mill and fertilizer factory. The capital stock is \$12,000.

Winnboro—Oil Mill and Fertilizer Factory.—The Winnboro Oil & Fertilizer Co. has been incorporated with a capital of \$6,000 by W. R. Doty, S. Cathcart, W. B. Creight and others, previously mentioned as organizing a company to build an oil mill and fertilizer factory.

TENNESSEE.

Apison—Corn Mill.—N. Shelverton will probably erect a corn mill.

Athens—Publishing—T. A. Havron will publish the Athens Democrat.

Careyville—Iron Furnace and Coke Ovens.—It is reported that Sigmund Rothschild, of Detroit, Mich., will build a 125 ton iron furnace and a large number of coke ovens on his property.

Chattanooga—Sewer.—The contract for completing the Broad-street sewer, previously mentioned, has been awarded to George L. Gillespie at \$10,700.

Clarksville—Dummy Line.—John F. Shelton and others will build a dummy line.

Cleveland—Fire-brick Works.—Wall & Macquillan, reported last week as purchasing the fire-brick works of Mr. Carlisle, will enlarge same considerably.

Columbia—Electric-light Plant.—The Columbia Electric Light Co. have contracted with the Thomson-Houston Electric Co. for machinery.

Columbia—Water Works, &c.—The land and improvement company of which F. J. Ewing is president have been granted the privilege to establish light and water works.

Cumberland Gap—Tannery.—Col. Yonkum, of Johnson City, contemplates starting a large tannery.

Delphi—Saw and Stave Mill, &c.—Anderson & Wilson will build a saw, stave and shingle mill.*

Home—Flour Mill.—The Home Mill Co. will put some new machinery in their flour mill.

Jackson—Cotton Mill.—Robert A. Allison can give particulars of the \$400,000 cotton mill mentioned in last issue.

Knoxville—Medicine Factory.—H. Gerstle & Co. have started the manufacture of patent medicine.

Knoxville—Brick Works.—David D. Scott will start brick works.

Knoxville—Land.—The Riverside Land & Improvement Co. have purchased 100 acres of land for \$60,000 from Dr. Rhea, S. B. Dow and others.

Knoxville—Railroad.—The Knoxville, Cumberland Gap & Louisville Railroad Co. have let contract to W. T. M. Burgin for the construction of their road from a point two miles north of the city to a point one mile west. Distance is about 3 miles.

McMinnville—Soap Factory.—A soap factory will probably be started. R. M. Reams will give particulars.*

Memphis—Bridge Piers.—The Southern Granite Co., of Atlanta, Ga., whose quarries are at Lithonia, Ga., have been awarded the contract to furnish granite for the piers for the bridge of the Memphis & Kansas City Bridge Co. over the Mississippi river at Memphis. The contract amounts to about \$100,000.

Nashville—Implement Works.—The Tennessee Agricultural & Mechanical Co., lately mentioned as chartered, will succeed C. B. Wheelock & Co. in the manufacture of agricultural implements.

Nashville—Railroad.—Victor Macpherson is chief engineer of the St. Louis & Birmingham Railroad, lately mentioned as chartered. The road is contemplated, it is said, to extend from St. Louis, Mo., to Birmingham, Ala.

Paris—Electric-light Plant.—An electric-light plant will probably be erected.

Palaski—Water Works.—The city will decide on June 15 whether or not to issue \$30,000 of bonds to build the water works previously mentioned.

Purdy—Cotton Factory.—A \$100,000 stock company has been formed to build a cotton factory at some point in McNairy county. J. W. Purvinuce can give information.

Rugby—Creamery.—S. W. Smith has started a creamery.

South Pittsburg—Iron Furnace.—The Tennessee Coal, Iron & Railroad Co. contemplate the addition of a new stove to their No. 2 furnace.

Sparta—Saw and Planing Mill.—Pearson & Co. will rebuild their saw and planing mill reported last week as burned, possibly at some other point than Sparta.

Tazewell County—Baryta Mines.—Baryta mines have been opened and shipments will be made at once.

Tazewell—Saw Mill.—A saw mill with a daily capacity of 50 M feet will probably be moved from Chattanooga to Tazewell. J. C. Carr, of Springdale, can give information.

Union City—Foundry and Machine Shop.—Trautwein, Semones & Co. have enlarged their foundry and machine shop by building an addition 120x60 feet.

Union City—Hay-press Factory.—The Georgia Hay Press Co., of Dalton, Ga., will probably establish a hay-press factory.

Waverly—Stave Mill.—Joseph Francke, of Chicago, Ill., previously mentioned as purchasing timber lands and to erect a saw mill, has organized the Francke Stave & Lumber Co. Are erecting stave and lumber mill.

TEXAS.

Brackettville—Ice Factory.—The ice factory lately mentioned as being built by M. P. Malone, is for the Lone Star Brewing Co., of San Antonio.

Burnett—Granite Quarries.—It is reported that a plant to cost \$50,000 has been ordered to develop the Capitol quarries.

Canadian City—Creamery, &c.—W. S. Decker, J. J. Gerlach and others are organizing a stock company to establish a creamery, cheese factory and a sorghum sugar mill.

Cisco—Charcoal Works.—Mr. Taylor will build several charcoal kilns.

Cuero—Grist Mill.—H. Runge & Co., previously reported as erecting a cotton gin, are also building a grist mill.

Donnell's Mill—Coal has been discovered and will probably be developed. William L. Donnell can give information.

El Paso—Gas and Electric-light Plant.—The El Paso Gas & Electric Power Co., capital stock \$300,000, has been chartered.

Fisher—Gin and Flour Mill.—A company has been organized to erect a cotton

gin and flour mill with a capital of \$10,000. The gin will be built at once.

Fort Worth—Iron Works.—The Fort Worth Iron Works contemplate enlarging their works.

Fort Worth—Street Railway.—The name of the company reported in last issue as being organized by the East Fort Worth Town Co. and others to build a street railway to Sylvania is the Sylvania Street Railway Co.

Fort Worth—Electric-light Plant.—The Fort Worth Electric Light Co. are adding a motor circuit.

Galveston—Hominy Mill.—Halsey & Baysen will add a hominy mill to their corn mill.

Galveston—Can Factory.—Parties will start a large can factory, and have ordered machinery.

Henrietta—Copper Mining.—A Kansas syndicate has purchased copper mines 6 miles southeast of Henrietta, and are preparing to develop them on an extensive scale.

Houston—Railroad.—The Texas Narrow Gauge Railroad, extending from Houston to Sealy, 53 miles, lately purchased by New York parties, will, it is said, either be extended to Presidio del Norte or connected with some other road.

Kerrville—Water Works.—Charles Schreiner is building water works. Capacity of tank will be 20 M gallons.

Kerrville—Rock Quarry.—Parsons & Richards are opening a rock quarry.

Lasater—Saw Mill.—W. K. Henderson will put steam feed in his saw mill.

Lasater—Dry-kiln.—The East Line Lumber Co. will build a dry-kiln.

Lockhart—Water Works.—The water works are being enlarged at a cost of \$3,000. A 20,000-gallon steam pump has been added.

McKinney—Ice Factory.—An ice factory is being built.

Marshall—Railroad.—The Texas & Pacific Railroad Co. (office, Dallas) will probably build a new coach shop with 12 stalls.

Navasota—Electric-light Plant.—C. L. Budges, lately mentioned, is thinking of erecting an incandescent electric-light plant later in the year.

Paris—Railroad and Bridge.—The Paris, Choctaw & Little Rock Railroad Co., previously mentioned as organized, will shortly make a survey through the Indian Territory and Arkansas to Little Rock. They will also at once commence work on a bridge across the Red river.

Rockwall—Bridge.—A stock company has been chartered to build a bridge 3 miles in length across East Fork bottom and slough to cost \$10,000.

Sherman—Cotton Mill.—The Grayson County Farmers' Alliance, previously reported as to build a cotton mill, are organizing a company with a capital stock of \$150,000.

Sherman—Street Railroad.—Parties have bought several hundred acres of land east of the city and will build, it is stated, street railroad.

St. Joe—Oil Well.—An oil company will sink a well.

Sulphur Springs—Railroad.—The Sulphur Springs & Red River Railroad Co., lately mentioned as being organized by G. B. Boomer, J. A. Putnam, J. N. Boyd and others to build a narrow-gauge railroad to Cooper, has a capital stock of \$500,000.

Temple—Water Works.—The Temple Water Co. have contracted with St. Louis parties to furnish and lay 6½ miles of pipe.

Texarkana—Railroad.—Fouke, Hayden & Co. will extend their railroad to a point on the Red river near Spring Bank, a distance of 12 miles. Contract is reported as let.

Texline—Machine Shops.—The Fort Worth & Denver Railroad Co. (office, Fort Worth) are building machine shops.

Waco—Woolen Mill.—The Slayden-Kirksey Woolen Mills have enlarged their mill.

Weatherford—Railroad.—The survey has been about completed for the proposed Weatherford Mineral Wells & Northwestern Railroad, and work will soon be commenced.

Wolfe City—Cotton Factory.—The citizens have given \$7,000 and five acres of land to parties who will erect a cotton factory. The mayor can probably give information.

VIRGINIA.

Alexandria—Granite Quarries.—The Glen Echo Granite Co., capital stock \$100,000, has been organized to develop granite quarries in Montgomery county, Md., & Edwin Baltzey, of Washington, D. C., is president.

Amsterdam—Marble Quarries.—A New York syndicate will investigate the marble beds of Colonel Simpson with a view to developing.

Appomattox C. H.—A syndicate of capitalists will probably purchase lands on which to locate German colonies.

Collierstown—Saw Mill.—A saw mill has been erected. John Nicely can give information.

Danville—Cotton Mill.—The Riverside Cotton Mills are putting in new turbine water-wheel.

Fincastle—Canning Factories.—Caleb G. Kinzie and W. E. Reynolds & Co. will start canning factories in Botetourt county.

Halifax C. H.—Cotton Mill.—The Baster Cotton Mill & Improvement Co. has been organized with R. W. Watkins, president, and J. W. Riley, vice-president, to build a cotton mill with capacity for 5,000 spindles. They have commenced improving their water-power.

Huntersville—A tract of land containing 33 acres has been purchased by parties who will lay out town lots.

Lexington—Ice Factory.—R. A. Lord will erect the ice factory lately mentioned, and has let contracts for machinery and building. Capacity will be 8 or 10 tons daily.

Lynchburg—Machine Shops.—The Virginia Midland Railroad Co. (office, Alexandria) will, it is rumored, remove their shops to Lynchburg.

Magnolia—Northern parties have purchased the Magnolia Springs from R. A. King and will improve the property.

Manchester—Street Improvements.—It is probable that \$100,000 will be spent for street improvements. The mayor can give information.

Norfolk—Sewerage System.—The city council has authorized the issuance of bonds for laying section D of the city sewerage system. The mayor can give particulars.

Palaski City—Iron Furnace, Car and Car-wheel Works, &c.—The car plant and improvement company reported last week as organized will build iron furnace, car and car-wheel works, machine shops, &c., at Palaski City. J. B. Barrett, of Wytheville, can give information.

Radford—Iron Furnaces.—George J. Mills, president Radford Furnace Co., previously mentioned as organized to build two iron furnaces, states that work will soon be started.

Richmond—Chemical Factory.—The Virginia Pharmacal Co. has been organized to manufacture chemicals, with John B. Parcell as president. Capital stock is to be not less than \$10,000 nor more than \$100,000.

Richmond—Land.—General Bradley T. Johnson, of Baltimore, Md., will, it is reported, lay off his tract of land near Richmond into town lots, opening streets, etc.

Richmond—Shoe Factory.—The Virginia Shoe Manufacturing Co. reported last week as chartered, expect to start work in factory about July 1. Will put in gas engines.*

Speedwell—Iron Furnace.—The Wythe & Speedwell Mining & Iron Manufacturing Co. have blown in their Beverly charcoal iron furnace.

Suffolk—Car Works.—Northern capitalists have optioned 100 or more acres of land adjoining Suffolk with a view, it is stated, to building large car works.

Troutville—Manganese Mine.—K. B. Stone and J. N. Slicer are opening a manganese mine.

WEST VIRGINIA.

Charleston—Coal Lands.—Geo. S. Couch has purchased the property of the Splint Coal Co. for \$34,800.

Charleston.—The Mohawk Heat, Light & Power Co. of New York, has filed articles of incorporation.

Charleston—Street Railroad.—E. B. Dyer and associates have received franchise to build their street railroad lately mentioned. They will operate as the Charleston Street Railway Co.

Logan County—Coal and Timber Lands.—The Ney & Gulley coal and timber lands, containing about 7,000 acres, has been purchased by Eastern capitalists, who will, it is reported, develop.

Racine—Gold Mining.—Mr. Hern, representing a party of capitalists, has secured an option of ten days on the gold lands of Dr. M. A. Staten. If the lands are purchased the company will develop at once.

Tucker County—Railroad, Saw Mill and Coal Mines.—J. M. Garrison, of Brookville, Pa.; W. J. Huling, of Oil City, Pa., and J. C. Forgie, of Pittsburgh, Pa., have purchased 26,000 acres of timber and coal lands in Tucker and Randolph counties, and are building a railroad, a large saw mill, and will open coal mines shortly.

BURNED.

Atlanta, Ga.—The blacksmith shop of the East Tennessee, Virginia & Georgia Railroad Co. (office, Knoxville, Tenn.); loss about \$3,000.

Charleston, W. Va.—Bradford's brick works damaged by a boiler explosion.

Durham, N. C.—The ice factory of C. M. Herndon & Co. Will be rebuilt.

Millview, Fla.—The planing mill of Geo. W. Robinson & Co.; loss reported as \$10,000.

Mobile, Ala.—The saw mill of James McArthur & Co.; loss \$7,000.

Mt. Vernon, Ga.—The saw mill of G. W. Adams.

New Orleans, La.—The soft-soap factory of Paul Bernard on Locust street.

Norfolk, Va.—The dock and warehouse of the Newport News & Mississippi Valley Railroad Co. (office, Richmond, Va.); loss \$75,000.

Oakland, S. C.—The saw mill of Mr. McClure.

Prairie Grove, Ark.—Dorman Bros.' saw and grist mill near Prairie Grove; loss \$1,000.

Sampit, S. C.—The turpentine still of N. J. Blakely.

Stamps, Ark.—The lumber mill of Frost & Crowell; loss \$2,500.

Talladega, Ala.—The saw mill of C. G. Aldman, 3 miles from Talladega. Will be rebuilt at once.

Vicksburg, Miss.—The saw mills of William Curphy, near Vicksburg; loss \$15,000.

Wetumpka, Ala.—The lumber mill of the Wetumpka Lumber Co.; loss \$30,000.

MORE COKE OVENS—MAY BRURY, W. Va.—May 17, 1889.—We are now building 50 more coke ovens, to be completed August 1, 1889. These will give us 100 ovens in all.

ELKHORN COAL & COKE CO.,
A. BARLOW, Man.

New Southern Banks.

Birmingham, Ala.—The Birmingham Clearing House has been organized with E. W. Linn as president; William Berney, vice-president, and S. Smith, manager.

Chattanooga, Tenn.—The Fourth National Bank, capital \$150,000, has been organized with J. H. Warner as president; J. M. Lee, vice-president, and C. R. Gaskill, cashier.

Dallas, Texas.—Arrangements are being made to start a national bank with a paid-up capital of \$1,000,000. Business will commence about July 1.

Fort Worth, Texas.—The Union Stockyards National Bank, capital \$100,000, has been organized with John McCarthy as president and M. G. Ellis, vice-president.

Gadsden, Ala.—It is rumored that two new banks are to be started.

Helena, Ark.—The People's Savings Bank & Trust Co., capital stock \$25,000, has been organized. N. Straub is president; John P. Moore, vice-president, and Walter Lucy, cashier.

Jasper, Ala.—A bank will probably be started.

Louisville, Ky.—The Mechanics' Savings Bank & Trust Co. has been organized. Attila Cox will probably be president and H. V. Sanders, treasurer.

Opelika, Ala.—A \$100,000 bank will soon be started.

Pendleton, S. C.—A bank is being organized.

Raleigh, N. C.—The Bank of Commerce is being organized, and will have a capital stock of \$100,000.

Ridge Spring, S. C.—The Ridge Spring Manufacturing & Banking Co. will start a bank.

Savannah, Ga.—A dime savings bank is being organized by R. D. Guerard and others.

Spartanburg, S. C.—The Merchants & Farmers' Bank has commenced business. Joseph Walker is president and T. C. Cannon, cashier.

IRON FURNACE AND CAR AND CAR WHEEL WORKS PROJECTED—PULASKI CITY, VA.—May 20, 1889.—A car plant and improvement company is being organized at this place and a charter will be obtained at once. The purpose is to manufacture cars, car wheels, erect a cold blast charcoal iron furnace, to manufacture machinery, mechanical and agricultural, with privileges and powers necessary to effectually prosecute the same. A fine building is being erected for a new national bank to commence operations the first of July next, also at this place, and other buildings after the latest modern style this spring already to an extent of over \$100,000. The work goes bravely and steadily on, and no boast of a boom at that.

J. B. BARRETT.

WILL REBUILD ICE FACTORY—DURHAM, N. C.—May 20, 1889.—My factory was burned Wednesday, 15th inst. Loss practically total. My aim is to rebuild at once if I can make satisfactory arrangements. Will need ice machinery, purifier, &c., and probably two boilers.

C. M. HERNDON.

WILL BUILD SAW AND STAVE MILL—DELPHI, TENN.—May 18, 1889.—We will build mill and want a saw mill complete, engine, &c.; also stave mill and shingle machines.

ANDERSON & WILSON.

TO ERECT COTTON-YARN MILL—BUTLER, GA.—May 20, 1889.—I intend to build a 2,000-spindle mill (cotton-yarn mill) at this place immediately. Am organizing a company now for that purpose. We will need iron siding and roofing, or roofing and all machinery.

E. B. WATERS.

Building Notes.

Anniston, Ala.—The Georgia Pacific Railroad Co. (office, Birmingham, Ala.), lately mentioned as to build a new passenger depot, have let contract for the erection of same to John Robson.

Anniston, Ala.—Chisolm & Green, architects for the enlargement of the Noble Institute for Girls, lately mentioned, have let contract for the work to S. Larned at \$22,000.

Ashland, Va.—The 50x70-foot hall previously mentioned as to be built by the Randolph Macon College will cost about \$25,000. William Poindexter, of Washington, D. C., is the architect.

Athens, Tenn.—A Catholic cathedral will be built, it is reported, by Mr. Rivers, of Baltimore.

Athens, Ala.—The Cumberland Presbyterian Church have commenced work on a new edifice to cost \$25,000. Mr. Gainrich is the architect.

Atlanta, Ga.—The Richard Peters estate have purchased a site and will erect large six-story store and office buildings. Elevators, steam heat, &c., will be put in. Edward Peters can give particulars.

Baltimore, Md.—The Royer's Hill Methodist Episcopal Church will erect a new church to cost \$12,000. Rev. E. L. Watson is pastor.

Baltimore, Md.—J. A. & W. T. Wilson are preparing plans for the Fulton Avenue Baptist Church, mentioned in last issue.

Baltimore, Md.—Charles E. Cassell is architect for the new church and parsonage to be erected by the Associated Reformed Church at a cost of \$100,000, previously mentioned.

Baltimore, Md.—A building and loan association has been organized with J. B. Washington as president.

Baltimore, Md.—H. A. Jones will build three two-story houses on the Philadelphia road; Joseph Wehr and M. P. McDonough, 14 two-story houses; Ekstine & Plaggs, 14 two-story houses on 7th street; W. T. Phillips, seven three-story houses, and M. O. Muller, seven two-story houses on Hare street.

Bessemer, Ala.—P. J. Gillan has the contract for the erection of the city building previously mentioned. The cost is \$12,000.

Beaufort, S. C.—The Beaufort & Port Royal Building & Loan Association has been incorporated by George Waterhouse, D. C. Wilson and others. The authorized capital stock is \$200,000.

Birmingham, Ala.—George Lunsford will erect two brick buildings to cost \$8,000, and E. G. Taylor, a three-story office and hall building 45x90 feet.

Birmingham, Ala.—A building and loan association, known as the Southern Provident Association has been incorporated by Dr. Charles Whelan, R. H. Pearson and others, with an authorized capital stock of \$5,000,000.

Cambridge, Md.—The Second National Bank will erect a bank building.

Camden, Tenn.—A new school building will be erected. It will be two-story, with seating capacity for 300 pupils.

Carrollton, Ga.—A building and loan association has been organized with Oscar Reese as president.

Charlotte, N. C.—A \$50,000 Lutheran Seminary will be built, it is reported. Dr. George Graham can give information.

Chattanooga, Tenn.—The erection of a cyclorama building 160x160 feet to cost about \$12,000 is talked of.

Columbus, Ga.—T. W. Smith has prepared plans for one of the two business houses previously mentioned as to be erected by Chancellor & Pearce. It is to be four stories, 39x140 feet, with freight elevator, etc. The cost will be about \$15,000.

Conroe, Texas.—The commissioners' court has ordered the erection of a \$20,000 courthouse and a \$10,000 jail.

Dallas, Texas.—Murphy & Bolans contemplate building a large brick building.

Dallas, Texas.—A national bank with \$1,000,000 capital is being organized and will erect a large building.

Dallas, Texas.—A five-story building will be built on Elm street.

Dallas, Texas—Hotel.—A five-story addition will be built to the St. George Hotel.

Dallas, Texas—Hotel.—A \$1,000,000 hotel will, it is reported, be built by a company. Webster & Wood, 829 Main street, can probably give particulars.

Dallas, Texas—Hotel.—The hotel mentioned in last issue as to be built by the Anglo-Texas Land & Loan Co. will be six stories, 135x55 feet, and cost about \$500,000.

Dallas, Texas—Hotel.—H. S. Ervy will erect a two-story brick building to cost \$6,000.

Dallas, Texas.—Middleton Bros. will erect a four-story brick building corner Main and Ervy streets to cost \$32,000, and C. C. Middleton, a \$4,500 frame residence.

Fort Worth, Texas.—The B. C. Evans Co. will erect the five-story brick building, 200x90 feet, previously mentioned. The building will be supplied with steam heat and hydraulic elevators, and will cost \$125,000. Armstrong & Messer are architects.

Fort Worth, Texas.—John Anderson will build a residence, two stories, 80x80 feet, to cost \$7,500. O. J. Cook is the architect.

Franklin, Ky.—The Methodists will build a college for males. T. W. MacGill can give information.

Franklin, Tenn.—The Williamson County Banking & Trust Co. will erect a bank building.

Gadsden, Ala.—Hotel.—Thomas L. Johnson has let a contract to Charles Frantz, of Birmingham, to enlarge his hotel at a cost of \$8,000.

Galveston, Texas.—The Galveston Cotton & Woolen Mills will erect a number of dwellings for operatives.

Graham, N. C.—L. Banks Holt will erect a store building 30x100 feet and two stories high.

Helena, Ark.—The People's Savings Bank & Trust Co. will erect a bank building.

Helena, Ark.—The People's Savings Bank & Trust Co. will erect a bank building.

Kerrville, Texas.—A \$10,000 school building will be erected. The mayor can give information.

Keyser, W. Va.—The Keyser Bank will erect a new bank building during the summer. Steam heat will be put in.

Knoxville, Tenn.—The Knoxville Athletic Association will build a clubhouse.

Knoxville, Tenn.—Bauman Bros. have prepared plans for a school building to cost not more than \$12,000, to be erected by the board of education.

Liberty, Va.—Hotels—William R. Miller, of Baltimore, Md., will build two hotels on the Peaks of Otter. Charles E. Cassell, of Baltimore, is the architect.

Little Rock, Ark.—Captain Toney will erect a store building, two stories, 75x140 feet, to cost \$13,000. H. Y. Pettifer is the architect.

Little Rock, Ark.—Mrs Julia Warner will build a \$7,000 residence. Pettifer Bros. are the architects.

Louisville, Ky.—The Louisville Safety Vault & Trust Co. will, it is reported, erect a fire-proof office building to cost \$350,000. Site 70x105 feet has been purchased.

Mammoth Spring, Ark.—The Mechanics' Building & Loan Association has been incorporated by C. Buford, Joseph M. Wolf and others, with an authorized capital stock of \$300,000.

Marietta, Ga.—Hotel.—The Whitlock Hotel Co. will rebuild the Whitlock Hotel on a larger scale than at first intended. The estimated cost is \$60,000.

Memphis, Tenn.—The name of the company reported last week as formed by W. D. Bethel and others to build the \$150,000 opera-house is the Grand Opera House Co. Competitive plans are invited.

Meridian, Miss.—Marks, Rothenberg & Co. will erect a five-story block of buildings with opera-house in same.

Montgomery, Ala.—The Knights of Pythias contemplate organizing a stock company to erect an office and hall building.

Morgan Springs, Tenn.—Hotel.—A new hotel is being built.

Morganton, N. C.—Hotel.—A company is being formed to build a \$25,000 hotel. E. B. Claywell can give information.

Nashville, Tenn.—The contract for building the hospital previously mentioned has been awarded to Peter Walker at \$34,950.

New Market, Tenn.—The board of trustees of the New Market Academy have selected a site on which to erect their building.

New Orleans, La.—The Merchants & Planters' Ferry Co., Otto Manske, secretary, will receive bids for the erection of wharves and floating pontoons and the building of a ferryboat.

New Orleans, La.—The New Orleans Camera Club will erect a new club building.

Norfolk, Va.—The Bergner & Engel Brewing Co., of Philadelphia, Pa., will build a new icehouse for storage of beer.

Ocala, Fla.—The \$10,000 church lately reported as to be built by the Methodists will be 83x61 feet. B. D. Price, of Philadelphia, Pa., is the architect.

Orangeburg, S. C.—The Methodists contemplate the erection of a \$10,000 church.

Paris, Ky.—The school board have purchased a site to erect a \$20,000 school building.

Pensacola, Fla.—Dr. J. S. Herron will build a \$20,000 residence. A. V. Clubbs has the contract.

Pine Bluff, Ark.—T. S. James and Arthur Murray will erect 6 brick buildings, and Mr. James, individually, 3 brick buildings.

Roanoke, Va.—A. S. Asberry and C. O'Leary have contracted with William H. Grove for a four-story brick building to cost \$10,800.

Salem, Va.—Hotel.—F. J. Chapman can probably give particulars of the \$30,000 hotel mentioned in last issue as to be built.

San Antonio, Texas.—Proposals will be received until June 13 by George H. Weeks, U. S. A., for the construction of 16 buildings, consisting of bakery, magazine and sets of officers' quarters with outbuildings. Full particulars supplied on application.

Savannah, Ga.—The Savannah Investment Co. will build 5 dwellings, and the Chatham Real Estate & Improvement Co. will erect a number of others.

Savannah, Ga.—Depot.—The Savannah, Florida & Western Railroad Co. will build a new depot three stories high, 25x170 feet, of brick and stone. It will cost about \$125,000 to \$150,000.

Savannah, Ga.—The Young Men's Hebrew Association will organize a stock company to erect the building previously mentioned.

Suffolk, Va.—The Norfolk & Western Railroad Co. (office, Roanoke) contemplate building a new depot and warehouse.

Texarkana, Ark.—The Methodist Episcopal Church will build a new church on College Hill.

Texline, Texas—Hotel.—A. L. Matlock will build a hotel to cost \$30,000 and 10 dwellings.

Texline, Texas.—The Fort Worth & Denver Railroad Co. (office, Fort Worth) will erect a hospital building.

Union City, Tenn.—The Central Benefit Association will erect a three-story stone-front store and hall building.

Washington, D. C.—The District commissioners have purchased sites for 2 more of the 5 new schoolhouses previously mentioned.

Washington, D. C.—Hotel.—C. T. Wood has contract for the addition to the Arlington Hotel, previously mentioned. The cost will be \$175,000. Mr. Page is the architect.

Washington, D. C.—Charles J. Bell has purchased a house on Vermont, avenue 115x126 feet, for \$75,000 and will remodel it into a bank building.

Washington, D. C.—Henry King will enlarge and improve a store at 812 Seventh street at a cost of \$10,000, putting in steam heat, &c.

Washington, D. C.—A. P. Clark has prepared plans for the new theatre previously reported as to be built by the Lincoln Hall Association. Frank M. Carver has the contract. The theatre will be built at the corner of Ninth and D streets, of brick, 126x100 feet, and will cost \$100,000.

Washington, D. C.—The Emergency Hospital, B. H. Warner, president, have purchased a site corner of Ohio avenue and Fifteenth street on which to erect a new hospital building.

Washington, D. C.—William McCullough will build 5 brick dwellings to cost \$20,000; Washington Danenhower, 9 to cost \$20,000;

Anthony Lully, 3 brick dwellings and stores to cost \$10,000; L. H. Emmert, 2 dwellings to cost \$23,000; Tyler & Rutherford, 10 brick dwellings to cost \$40,000; C. F. Menham, 2 to cost \$7,000; Addison & Larcombe, a \$6,000 store building; Phillip A. Chapin, a \$25,000 residence; Henry King, 14 houses; John M. Baker, 3 stores to cost \$6,000; A. T. Brice, a \$10,000 store; John Sweeney, a \$5,000 brick dwelling; Henry King, a \$30,000 dwelling, also 14 dwellings; J. D. Gibbs, a store and dwelling to cost \$9,000; Charles V. Trott, a three-story dwelling and Howard & Yates, a \$6,800 brick dwelling.

Washington, D. C.—William McCullough will build 5 brick dwellings to cost \$20,000; Washington Danenhower, 9 to cost \$20,000;

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Waycross, Ga.—A building and loan association has been organized with H. W. Reed, president; W. M. Wilson, vice-president, and W. J. Smith, secretary.

Weatherford, Texas.—The Presbyterians are raising \$25,000 to build a college.

Wichita Falls, Texas—The Panhandle National Bank will erect a two-story bank building.

Wilmington, N. C.—Hotel.—William Bonitz, of Goldsboro, is remodeling the Commercial Hotel and will put in elevator, electric bells, etc. Name will be changed to Bonitz Hotel.

Winston, N. C.—B. F. Hanes, reported last week as building a tobacco storage warehouse 35x41 feet, will put in elevator and possibly an electric plant. Building is five stories.

BUILDING MACHINE WORKS—LEXINGTON, VA., May 15, 1889—We are building roundhouse and machine shop at Gladstone. Expect to be ready for use in 60 days. I have no knowledge as yet as to the machinery intended to be put in.

S. C. MALICE,
Eng. Rich. & Alleghany R. R.

FURNITURE FACTORY—MORGANTON, N. C., May 17, 1889—Building for furniture factory will commence soon. Will be of brick, 50x150 feet, with additional building for storeroom. John H. Pearson is president, and E. B. Claywell, secretary and treasurer. Factory above will make poplar beds, tin safes, bureaus and tables. Machinery for above work will be wanted later.

E. B. CLAYWELL

A Busy Virginia City.

To the average resident of New York, Philadelphia, Boston or Chicago, it is difficult to imagine that a small Southern town can offer the inducements which satisfy modern city life. And yet, such has been the progress achieved in recent years in Southern cities, that many of them excel and most of them equal Northern urban communities in the conveniences which are found essential to life in modern cities. Among the Southern cities of minor rank as to population few excel Danville, Va. One of the largest tobacco markets in the world, crowded with factories for the manufacture of this great American staple, it has long been noted for its importance in this special line of trade. But its enterprising people have resolved that it shall take its proper rank among the cities of the Old Dominion and demonstrate its advantages as a manufacturing center. Accordingly, the Danville Industrial & Land Improvement Co. has been organized to encourage the establishment of manufacturing plants of every description within the limits of the city and its immediate confines.

Situated on the Dan river, the original terminus of the Richmond & Danville Railroad, and an important distributing point for the famed Piedmont region, Danville enjoys exceptional advantages. It has doubled its population within the past ten years, and its future growth is only to be measured by the push and enterprise shown by its inhabitants.

Perhaps nowhere in the nearer sections of the South could a more eligible location be found than Danville for men of push and enterprise who, while bent upon gain, would at the same time enjoy the pleasure of cultured associations and the conveniences that a public-spirited community usually supplies. The city is provided with water works, gas and electric lights, electric street cars, paved streets, good schools, handsome churches. In the matter of climate the city has great advantages, and the drainage is claimed to be perfect.

WILL BUILD PLANING MILL—DE FUNIAK SPRINGS, FLA., May 16, 1889—Will build a mill at Pensacola with capacity of 40 M feet daily—mostly dimension stuff—and later on add manufacture of portable houses. Will buy everything new—planer and matcher, surfaicer, moulder, resaw, rip-saws, cut-off saw, engine, boiler, 50 horse-power, &c.

A. J. DORMAN

WILL ENLARGE FIRE-BrICK WORKS—CLEVELAND, TENN., May 17, 1889—We have purchased Mr. Carlisle's brick works, and intend enlarging considerably.

J. W. MACQUILLAN

ANOTHER COTTON-OIL MILL—BENNETTVILLE, S. C., May 20, 1889—The capital stock of the Morbboro Cotton Oil Co., \$20,000, has been subscribed, and the company will be organized on June 3d, and after that time will be ready to receive bids for engine, boilers and machinery.

C. S. McCALL

MACHINERY WANTED.

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Blowers.—J. B. Dunn, 212 Napoleon avenue, New Orleans, La., wants price-lists of Sturtevant blowers and engines to run same. Driving pulleys are to be 54 to 60 inches.

Boiler and Engine.—T. H. B., No. 902 East Leigh street, Richmond, Va., wants a 25 horse-power tubular locomotive, fire-box boiler and a 25 horse-power engine, either new or second-hand.

Boiler and Engine.—Hazerman & Bleeker, Americus, Ga., want to buy a good second hand boiler and engine, 25 horse-power.

Boiler, Elevator, &c..—J. P. Taylor & Co., Henderson, N. C., want a boiler, elevator and steam piping for tobacco stemmery and prize factory.

Boiler, Engine, &c..—The Lancaster Manufacturing Co., Lancaster, S. C., want prices on 50 horse-power boiler, 35 horse-power engine, shafting, pulleys, belting and machinery for manufacturing sash, blinds, spokes, handles, shuttles, rims, &c.

Bridge.—J. T. Thomas, Grenada, Miss., will receive bids until July 1 for constructing an iron bridge across Yalobusha river at or near Tuscaloma ferry.

Bucket and Tub Machinery.—George T. Farnell, Bayboro, N. C., wants information as to cost of machinery for manufacturing buckets and tubs and wooden plates.

Canning and Broom Machinery.—R. I. Rogers, Durham, N. C., wants prices of canning and broom machinery.

Canning Machinery.—John L. Black, Lonoke, Ark., wants information as to machinery needed for canning factory and cost of same. Contemplates investing about \$10,000.

Corn Mill.—The Brenham Oil Mill, Brenham, Texas, wants a roller corn mill.

Corrugated Iron, Scales, &c..—The Brenham Oil Mill, Brenham, Texas, want to purchase galvanized corrugated iron, 4-ton wagon scales, several railroad track scales, cotton beam scales, 10 or more barrels "mineral red" fire proof paint, paint brushes, barn-door hangers and rails, &c.

Cotton lappet and cotton willow are wanted by the Eureka Coat Pad Co., Baltimore, Md. Good second-hand will do.

Cotton Machinery.—E. B. Waters, Butler, Ga., wants engine and oiler and all machinery necessary for 2,000-spindle cotton-yarn mill.

Cotton Mill.—J. W. Lanford, Lanford, S. C., wants prices on machinery for cotton-yarn mill.

Cotton Press.—Newburger Bros., Coffeeville, Miss., want to buy a good cotton press.

Crusher.—S. S. Rambo, Tallapoosa, Ga., wants a crusher for glass works.

Elevator.—B. F. Hanes, Winston, N. C., will purchase elevator for five-story building.

Elevators.—Matt. J. Heyer, Wilmington, N. C., wants the address of manufacturers of endless chain elevators for handling coal, &c.

Engine.—M. Rogers, Concord, N. C., wants prices on second-hand engines.

Evaporator.—C. H. Card, Armstrong Hotel, Rome, Ga., wants a fruit evaporator.

Filter.—A small filter for cider and vinegar is wanted by Overall & Dumont, Mobile, Ala.

Flour Mill Machinery.—Hicks & Cooper, Greenway, Ark., want prices on engine and boiler and roller flour mill machinery.

Gin machinery is wanted by W. P. Chandler, Farmerville, La.

Furniture Factory.—E. B. Claywell, Morganton, N. C., will soon want machinery for furniture factory.

Gas Engine and Shoe Machinery.—The Virginia Shoe Manufacturing Co., Richmond, Va., will purchase a gas engine and full outfit of most approved machinery for shoe factory.

Hose.—J. Alexander Preston, president of board of fire commissioners, Baltimore, Md., will receive proposals until May 27 for furnishing 2,000 feet of 3-inch and 6,000 feet of 2½-inch fabric hose, with couplings.

Ice Machinery.—P. O. Box 184, Grenada, Miss., wants prices and description of ice machines and refrigerating rooms.

Ice Machinery, &c.—C. M. Herndon, Durham, N. C., wants ice machinery, purifier, &c., and probably two boilers.

Iron Roofing.—E. B. Waters, Butler, Ga., wants iron roofing and probably iron siding.

Iron Roofing.—Prices on iron roofing are wanted by the Lancaster Manufacturing Co., Lancaster, S. C.

Knitting Machinery.—J. M. Beaty, Winnsboro, S. C., wants information about knitting machinery.

Locomotive.—W. O. Wadley, Rogers, Ga., wants to purchase one locomotive for the Rogers & Summit Railroad.

Machinery for manufacturing handles, spokes, hubs, &c., is wanted by M. V. B. Van Ness, Arlington, Fla.

Mining Machines.—The Texas & Pacific Coal Co., Fort Worth, Texas, want information about mining machines.

Oil Machinery.—J. C. Watson, president Ridge Spring Manufacturing Co., Ridge Spring, S. C., wants outfit of machinery for an 18 to 20-ton cotton-seed oil mill.

Oil Machinery.—The Marlboro Cotton Oil Co., Bennettsville, S. C., will be ready for bids for cotton-seed-oil-mill machinery after June 3.

Oil Mill Machinery.—B. C. Kinard & Son and others, of Towaliga, Ga., want machinery at once for a cotton-seed oil mill.

Oil Mill Machinery.—Specifications and prices on cotton-seed-oil-mill machinery are wanted by M. W. Dixon, 20 Broad street, New York.

Oil Machinery—W. B. Millwee, president Greenwood Cotton-seed Oil Co., Greenwood, S. C., wants bids on outfit of machinery for 20-ton cotton-seed oil mill.

Oil Mill and Fertilizer Machinery.—W. B. Beeson, Keener, Ala., wants machinery for a 10 ton cotton-seed oil mill and a 10-ton fertilizer factory.

Planing Mill.—A. J. Dorman, De Funia Springs, Fla., will purchase outfit of new machinery for planing mill to be built at Pensacola with capacity of 40 M feet daily. Power is to be 50-horse.

Press and Dies.—The West End Brick & Tile Works, Roanoke, Va., want press and dies for manufacturing ornamental brick.

Roaster.—W. T. Owen, Anniston, Ala., wants an improved coffee and peanut roaster.

Saw Mill.—W. P. Chandler, Farmerville, La., wants a saw mill outfit.

Saw Mill, &c.—Anderson & Wilson, Delhi, Tenn., want engine and machinery complete for saw, stave and shingle mill.

Saw and Planing Mill.—L. W. Brower, Prescott, Ark., will buy outfit of machinery to rebuild burned saw and planing mill.

Sewer Pipe.—H. L. Wilson, Atlanta, Ga., will receive bids until June 5 for furnishing and delivering sewer pipe for one year.

Shingle machinery is wanted by Hitt & Co., Americus, Ga.

Soap Factory.—R. M. Reams, McMinnville, Tenn., wants catalogues of evaporators, &c., for soap factory.

Steam Yacht.—Miller & Bierce, 36 John street, New York city, want to buy or charter a steam yacht with capacity for 150 people.

Wagon-factory Machinery.—Machinery for wagon factory is wanted by Hearne, Spink & Co., Albemarle, N. C.

Wagon Machinery.—Bids for complete outfit necessary for wagon works, also for such machinery as would be necessary when added to sash, door and blind factory, are wanted by the Durham Sash, Door & Blind Manufacturing Co., Durham, N. C.

Wells.—D. B. Carson, McMinnville, Tenn., wants bids from parties who sink gas and oil wells.

Wind-mill.—H. M. Kent, Linville, N. C., wants a wind-mill to grind corn and cut forage for stock feed.

Wire Rope and Derrick.—Miller & Warren, Pulaski, Va., want some wire rope, and possibly a steam derrick.

Wire Rope, &c.—T. M. Rogers, Concord, N. C., wants 300 feet of wire rope and a suction for unloading cotton.

Wood-working Machinery.—The Terry Showcase Co., Nashville, Tenn., are building new showcase factory and want 15 or 20 pieces of machinery. Correspondence is solicited.

TO ERECT ELECTRIC-LIGHT PLANT—ELIZABETH CITY, N. C., May 18, 1889.—A company for the purpose of erecting an electric-light plant is being formed. The company will probably adopt the Van Depoele system of both arc and incandescent

C. GUIRKIN, JR.

WILL BUILD COTTON-OIL MILL—GREENWOOD, S. C., May 16, 1889.—The Greenwood Cotton-seed Oil Co. has been organized to build 20-ton mill. All the plant is to be purchased. We want the best machinery. Are ready to receive proposals.

W. B. MILLWEE, Pres

COTTON-OIL MILL—TOWALIGA, GA., May 15, 1889—A cotton-seed oil mill will be started at this place on October 1. Machinery is wanted at once.

B. C. KINARD & SON.

WILL BUILD COTTON OIL MILL—RIDGE SPRING, S. C., May 20, 1889.—We will soon erect an 18 to 20-ton cotton-seed oil mill and will need the complete outfit of machinery for it.

RIDGE SPRING MFG. & BANKING CO.,

J. C. WATSON, Pres.

THE Ledbetter & Co. Land & Loan Association of Anniston, Ala., which succeeded the firm of Ledbetter & Co. a year or two ago, is one of the most active workers in the development of that prosperous city. The Messrs. Ledbetters have been closely identified with all the movements tending to advance the prosperity of Anniston. As promoters and developers of real estate enterprises on a sound and substantial basis, free from speculative manipulations, they enjoy a well-earned, high reputation. Their financial operations have been very heavy and successful, and a few years ago they organized the Bank of Anniston, a very profitable enterprise, which has been mainly under their management. The extensive property of the South Anniston Land Co., embracing several hundred acres of very valuable land in and adjacent to the city is managed by them—in fact, they are the active men in this important company. This property, already of great value, is destined to enhance very rapidly. It is admirably located, with railroads passing directly through it, and the growth of Anniston is steadily pushing in that direction. Anniston and Oxford are in a narrow valley,

HETHERINGTON & NASON,

Manufacturers and Dealers in Supplies for

Boiler Makers, Machinists, Railroads, Steam & Gas Fitters

Boiler Plate and Tank Iron, Lap-Welded Pipe and Boiler Tubes, Boiler and Sheet Iron Rivets, Steam Brass Goods and Engine Trimmings, Iron Valves and Fittings, Pipe Workers' and Machinists' Tools, Wood and Iron Pulleys, Belting, Hose and Packing, SEWER PIPE, FIRE BRICK and CLAY.

405 and 407 Elm Street,

Dallas, Texas.

through which two trunk lines of road and two street car lines pass, the distance between the towns being only about two miles. The property of the South Anniston Land Co. is the best in this valley lying between these towns, which must of necessity, by reason of their location grow towards each other, thus constantly adding to the value of this property.

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LOCKWOOD, GREENE & CO.

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PLANS and SPECIFICATIONS FURNISHED FOR THE ESTABLISHMENT OF COTTON and WOOLEN MILLS.

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Baltimore Stock Exchange Quotations.

Reported by ALEXANDER BROWN & SONS, Bankers, Baltimore.

BALTIMORE, May 22, 1889.

	LAST	BID	ASKED
Virginia 3's, new.	68	68	68 1/2
Virginia Consol Coupons, N. F.	77 1/2	77 1/2	77 1/2
Virginia 10-10 Coupons, N. F.	58	58	58
N. Carolina 4's.	97 1/2	97 1/2	97 1/2
Norfolk Water 8's, C.	128	128	128
Wilmington & Weldon.	128	128	128
Wil., Col. & Aug.	128	128	128
Wilmington & Weldon 5's.	128	128	128
Wil., Col. & Aug. 6's.	128	128	128
Atlanta & Char. 1st 7's.	128 1/2	128 1/2	128 1/2
Atlanta & Char. income 6's.	128 1/2	128 1/2	128 1/2
Col. & Green. 1st, 6's.	128	128	128
Col. & Green. 2d, 6's.	128	128	128
Va. Midland, 1st 6's.	128	128	128
Va. Midland, 2d, 6's.	128 1/2	128 1/2	128 1/2
Va. Midland, 3d, 6's.	128	128	128
Va. Midland, 4th, 3d-5's.	128	128	128
Char., C. & Aug. 1st, 7's.	128	128	128
Char., C. & Aug. 2d, 7's.	128	128	128
Ga. Pacific 1st, 6's.	128	128	128
Ga. Pacific 2d, 6's.	128	128	128
Cape Fear & W. Valley 6's, A.	128 1/2	128 1/2	128 1/2
Cape Fear & W. Valley 6's, B.	128 1/2	128 1/2	128 1/2

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RICHMOND, VA.

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Richmond Stock Exchange Quotations.

Reported by JOHN L. WILLIAMS & SON, Bankers, Richmond.

RICHMOND, VA., May 21, 1889.

	BID	ASKED
North Carolina 4's, 1910.	97	98
North Carolina 6's, 1919.	128	128
Virginia New 3's, 1938.	67 1/2	67 1/2
Lynchburg, Va., 5's, 1915.	104	104
Petersburg, Va., 5's, 1918.	103 1/2	103 1/2
Norfolk, Va., 5's, 1921.	108 1/2	108 1/2
Richmond, Va., 5's, 1923.	118 1/2	118 1/2
Atlanta & Charlotte Ry., 1st 7's, 1907.	128 1/2	128 1/2
Atlanta & Charlotte Gr'd 6's, 1900.	103	103
Char., Col. & Aug. R. R. 6's, 1930.	107	107
Georgia Pacific Ry., 1st 6's, 1907.	114 1/2	114 1/2
Georgia Pacific 6's, 1933.	83	83
Petersburg Railroad Class A 5's, 1908.	107	107
Petersburg Railroad Class B 6's, 1908.	104 1/2	104 1/2
Rich. & Danville R. R. Gold 6's, 1915.	118	118
West. N. Car. R. R. Gen. 6's, 1914.	91	91
Northwestern N. Car. R. R. 1st 6's.	90 1/2	90 1/2
Atlanta & Charlotte R. R. Stock.	91	91
North Carolina Railroad Stock.	108	108
R. F. & P. R. R. Div'd Obligations.	124 1/2	124 1/2
Georgia Midland Railway Stock.	35	35
Sloss Iron & Steel Co. Stock.	40	45
Sloss Iron & Steel Co. 1st 6's.	91	91
Sloss Iron & Steel Co. ad 6's.	63	68

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BROWN, SHIPLEY & CO., LONDON.

Financial Agents of the United States Government in England.

IRON.

CINCINNATI.—Messrs. Rogers, Brown & Co. write: "A pretty good run of orders has been reported for the week, and there are a good many inquiries in the market. Still there cannot be said to be any general buying, and prices show no sign of improvement. Melters of iron, accustomed to find each month's prices lower than the preceding, are afraid to buy more than actually needed for current use. Until recently, furnaces have been so confident of better times near at hand, that production has kept up to full limit. But for the past month there has been a steady decline in active furnaces. Two or three have blown in South, but a larger number have blown out or been banked for repairs. Crops in the Ohio valley are greatly improved by the recent rains, and there is a better feeling in consequence."

LOUISVILLE.—Messrs. Geo. H. Hull & Co. write: "The market has been very quiet during the past week, with little buying. Different views are expressed by consumers in regard to the course the market will take. Some hold that the conditions are such that a strong advance may take place during the course of the year; others feel that the large number of furnaces, the accumulation of iron and the fact that so far there has not been a general movement to shut down, will necessitate extremely low prices for several months, and their fears are that iron will go even lower."

LOUISVILLE.—Messrs. Hall Bros. & Co. write: "There has been a great deal of skirmishing between the different sellers for what little business there has been offered during the past week. One or two of the car works have made some inquiries and purchases during this period. There is little more inquiry for iron now, but some of the furnace companies do not seem disposed to accept the reduced figures made by other companies. Buyers appear to be able to buy at their own prices, and some contemplated purchases for round quantities have been postponed, the parties believing this will result in their favor."

CHICAGO.—Messrs. Rogers, Brown & Co. write: "There are numerous signs that the heavy buying that usually occurs in this market will begin earlier than usual. Prices have descended to such unheard-of depths that the larger buyers begin to think that further delays may be dangerous. Each one expresses his intention to stock up largely before the turn comes, and it is apparent that when all agree that the right time has arrived, there will be an activity that will affect prices. Anticipating this, some consumers are now quietly providing for their future wants. There have been some more sales of Lake Superior charcoal iron, but not enough to restore the normal condition to the market in that specialty. Pure softeners are likely to become scarce, as no furnace can make them at prevailing prices."

ST. LOUIS.—Messrs. Rogers, Meacham & Shields write: "As predicted in last week's report, enquiries on larger lots are coming in. Buyers are awakening to the fact that prices are extremely low and that the present is a good time to cover future wants. In spite of the increased enquiry, a few furnaces have made lower quotations than were current two weeks ago. Several of the large Southern furnaces are so far sold ahead that they are practically out of the market. As soon as two or three of those that are forced to sell, fill their order books, it is probable there will be a stiffening of prices."

CLARKSVILLE, TENN., is fortunate in having a hotel that possesses all the new features and requirements of the present day—a house where comfort, convenience and adaptability

can always be counted upon in all emergencies—the Arlington Hotel, Messrs. Heinly & Watson, proprietors. This new building cost \$40,000, and has over 50 delightful rooms, with magnificent piazzas, which affords comfort to all. The cuisine is par excellence, and under the able supervision of Drake Burton the reputation of the Arlington has grown into wide popularity. Mr. Burton was for years connected with the Aetna House, Danville, Ill., where he made an enviable reputation for himself. Since his connection with the Arlington he has made a host of friends for himself, and most deservedly so.

AN OPENING FOR CAPITAL.—The South Anniston Land Co., Anniston, A.A., make a very liberal offer in this issue of the MANUFACTURERS' RECORD to foundrymen and machinists with capital. The company propose to form a joint stock company, they to contribute the grounds, buildings and equipments of a foundry and machine shop, the new partners to furnish a working capital of \$7,500 in cash. It is needless to praise South Anniston as a desirable location for such an industry, for its advantages are well known.

LARGE STEMMERY AND PRIZE FACTORY—HENDERSON, N. C., May 21, 1889.—We will commence the erection of a stemmery and prize factory this week. We will want a boiler and elevator and steam piping.

J. P. TAYLOR & CO.

AMONG the few triumphs in Baltimore journalism may be noted the marked and continuous success of the Baltimorean. It has won success simply by deserving it. For eighteen years it has been an ever welcome visitor to the homes of Baltimore and its vicinage; ever newsy, gossipy, and, above all, clean. But it is something more than a society sheet, for the paper yields a quiet but none the less positive and sustained influence in politics and other spheres, which has often been potential at decisive moments. It is fearless, independent and honest and we wish its publishers long life, prosperity and continued influence. The Baltimorean is simply *sui generis*, since it is distinctively Baltimorean and has no copy or imitation elsewhere.

Situations Wanted.

SITUATION WANTED BY AN ENGINEER and Millwright; competent to take charge of the erecting or running of steam-power plants or the transmission of power; also competent to superintend the erection of buildings for manufacturing purposes; familiar with the details of electric lighting, fire protection, steam heating, &c.; would make special arrangements for a permanent situation. Address "ADIABATIC," care of P. O. Box 672, N. Y. City.

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Attorney at Law

SAN ANTONIO, TEXAS.

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Sulphur Mine
FOR SALE.

The Louisiana Sulphur Mining Company offers for sale its sulphur property in Calcasieu parish, 30 miles west of New Orleans on the line of the Morgan Railway. Repeated borings have demonstrated the existence, 412 feet under the surface, of a very large bed of sulphur, 112 feet thick, ranging in purity from 65 to 90 per cent., averaging through the whole depth 77 per cent. For further particulars apply to

LOUIS BUSH, ESQ., President,

17 Tchoupitoulas Street, New Orleans, La.

PROPOSALS.

DEPARTMENT OF THE INTERIOR, Washington, D. C., May 9, 1889.—Sealed proposals will be received at this Department until 12 o'clock noon, Wednesday, May 29, 1889, for furnishing Miscellaneous Supplies to the Department of the Interior during the fiscal year ending June 30, 1890, consisting of brooms, brushes, cloths, file-holders, portfolio drawers, soap, hardware, chairs, carpets, desks, dry goods, lumber, forage, &c. Proposals must be made on the Department forms which, with the necessary instructions, will be furnished on application. JOHN W. NOBLE, Secretary.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M., on the 11th day of June, 1889, for the labor and materials required in the erection and completion of the iron roof, &c., for the United States Courthouse and Post-office building at Pittsburgh, Pa., in accordance with the drawings and specification, copies of which may be obtained on application at this office and the office of the Superintendent. The drawings and specification may be seen at the Builders' & Traders' Exchange, Chicago, Ill., and Engineers' Society of Western Pennsylvania, Pittsburgh, Pa. Each bid must be accompanied by a certified check for \$500. JAS. H. WINDRIM, Supervising Architect, May 17, 1889.

SEALED PROPOSALS will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M. on the 7th day of June, 1889, for all the labor and materials required to fix in place, complete, a low pressure return circulation steam heating and ventilating apparatus for the Courthouse, Postoffice, &c., building at Oshkosh, Wis., in accordance with the drawings and specification, copies of which may be had on application at this office and the office of the Superintendent. The drawings and specification may be seen at the Builders' & Traders' Exchange, Chicago, Ill. Each bid must be accompanied by a certified check for \$500, drawn to the order of the Treasurer of the United States. JAS. H. WINDRIM, Supervising Architect, May 17th, 1889.

SEALED PROPOSALS will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M., on the 7th day of June, 1889, for the alterations and repairs required in the United States Custom House building at Cleveland, Ohio, in accordance with the drawings and specification, copies of which may be had on application at this office and the office of the Superintendent. The drawings and specification may be seen at the Builders' & Traders' Exchange, Chicago, Ill. Each bid must be accompanied by a certified check for \$500, drawn to the order of the Treasurer of the United States. JAS. H. WINDRIM, Supervising Architect, May 17th, 1889.

SEALED PROPOSALS will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M. on the 13th day of June, 1889, for furnishing and putting in place complete four (4) new Steam Boilers and removing five (5) old ones now in the U. S. Postoffice and Sub-Treasury Building, Boston, Mass., in accordance with the drawings and specification, copies of which may be had on application at this office and the office of the Custodian. Copies of the drawing and specification may also be seen at the Master Builders' Association, Boston, Mass. Each bid must be accompanied by a certified check for \$500. JAS. H. WINDRIM, Supervising Architect, May 21, 1889.

SEALED PROPOSALS for furnishing, delivered at Raleigh, N. C., 15 to 20 miles sewer pipe (from 6 to 18 in. diameter) will be received until June 10th, 1889. Pipe to be delivered on or before Sept. 1st at city's option. Payment in cash upon approval of quality by city engineer. C. G. LATTA, Chairman Sewerage Committee, Raleigh, N. C.

NOTICE TO CONTRACTORS AND BUILDERS. Sealed proposals will be received until June 15th next, for the building of a Methodist Church, of brick and stone, on lot 21 in Yazoo City, Miss., as per plans and specifications in the hands of the Building Committee in this city, made by Benjamin D. Price of Philadelphia. The Committee reserve the right to reject any and all bids. Bond and approved security will be required. Address all communications to J. F. POWELL, Chairman Committee.

To Manufacturers

Desiring a Staple Article on Royalty or Shop Right. For particulars of the "Landis Patent Steam and Hot Water Radiator" address EZRA F. LANDIS,

LANCASTER, PA.



ENTIRELY NEW. HOME-LIKE. ELEGANT.
HIGHEST ELEVATION ON HANDSOMEST STREET
American Plan, \$3.00 to \$4.50 per day.
Telegraph for Rooms at our expense.
C. WARNER STORKE, Proprietor.

WANTED at Troy, Ala., a first-class tanner to take charge of a tan yard. Also, a superintendent for a shoe factory, making peg work. Good references required. Southern men preferred. Address TROY SHOE FACTORY, M. W. Wright, Secretary.

Wanted!

To sell, to man of experience, an interest in a canning and preserving factory. Purchaser must assume active management of business. Capacity 30,000 cans in 10 hours. Surroundings agreeable, good water, healthy location, labor cheap, abundance of vegetables and fruit, good schools and churches. Splendid chance for good man. Address J. P. R., Care MANUFACTURERS' RECORD.

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A Man of Capital and Experience in the CANNING BUSINESS.
Such an one can find a profitable opening at DURHAM, N. C.

Men of experience in the canning business, broom or clothing factories, with or without capital, will do well to correspond with R. I. ROGERS, Chairman Advertising Committee, Chamber of Commerce and Industry, DURHAM, N. C.

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The South Anniston Land Co. will put in the lands, buildings and machinery of a machine shop and foundry into a stock company with experienced machine and foundry people, who will furnish the working capital and operate them. About \$7,500 in cash will be required. ADDRESS,

South Anniston Land Co.
ANNISTON, ALA.

Cotton Mill, Machinery, &c.
FOR SALE CHEAP.

1 2-Beater Whiting Lapper.
1 3-Beater Whiting Lapper.
12 New and Improved 36 Inch Whiting Cards, Self Stripping.
28 36 Whiting Cards.
2 Railway Heads.
1 Slab Card Grinder.
1 Doffer Card Grinder.
Roving cans sufficient for above Cards.
6 Whiting Drawing Frames.
1 English Speeder, 60 Spindles.
2 English Speeders, 48 Spindles each.
1 Lowell Speeder, 18 Spindles.
3 Pettie Speeders, 44 Spindles each.
12 Whiting Spinning Frames, 128 Spindles each.
2 Pusie Spinning Frames, 144 Spindles each.
2 Spinning Frames, 96 Spindles each.
1 Spooler Spinning Frame, 76 Spindles.
3 New Whiting Reels.
2 Warpers.
2 Dressing Frames with large Copper Drying Calender.
60 Mason Looms.
4 Whiting Looms.
1 Cloth Calender.
1 56-Inch Lefel Water Wheel.
1 Governor.
1 Gear Cutter.
1 Lathe. Baling Press Irons, Sufficient to make a good Press. Pulleys, Shaftings and Self-oiling Bearings enough to run above Machinery.

The above machinery is in a two story Frame Building, and is said by judges to be in good order with little repairs. About 75 yards from this, and situated on the same stream, is a large brick building, the base of which is five feet, 2 1/2 stories high, 55x150 feet; also a brick Lapper Room, 24x33 feet, 2 1/2 stories high; and a brick Machine Shop, 25x40 feet, one story high. Connected with this are 24 operative houses, and 814 acres well timbered land. The machinery which was used in this brick building is perhaps useless, except the shaftings and pulleys. The walls of the brick building are perfectly good except the end of the upper story. The building needs a new roof and flooring. Water power abundant with good fall. Transportation by river, which is about 2 miles distant to leading Alabama cities. River navigable the year round. From 4,000 to 5,000 bales of cotton raised annually in the immediate vicinity of this place. The property is for sale at a reduced price, as the owners are not prepared to fit up and operate same, or, if desired, will put into a joint stock company. Titles good. For further information address "A," care MANUFACTURERS' RECORD.

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\$150,000 Freedom from Municipal Taxation **\$150,000**
Splendid Opening for Men of Push and Energy.

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NO BETTER POINT FOR PROFITABLE INVESTMENT.

We have the raw material in abundance.

Facts About Wilmington.

A seaport city of 25,000 population. An important naval store, cotton and lumber market.

Extensive shipping interests. A secure, fresh water harbor. Depth of water on bar 18 feet at mean high water; under government supervision, being continually deepened.

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Adjacent territory especially adapted to trucking, peach growing, vineyards and rice culture. Drainage excellent.

Health and climate unsurpassed. An all-the-year-round resort—"THE LONG BRANCH OF THE SOUTH."

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Three banks, with ample banking facilities.

Among the manufacturing enterprises now in operation are numbered: Cotton, Pine Fibre, Fertilizer, Wood Working and Ice Factories; Rice, Flour and Planing Mills; Foundry, Machine Shops, Gas, Electric Light Plants, Cotton Compress, Crooked Lumber, Car and Water Works.

We invite all to come and see, and on the spot to judge for themselves. Wilmington offers excellent hotel accommodations, and a committee of its Chamber of Industry will extend to strangers seeking home and investment cordial greeting and attention.

Persons who may desire fuller information can obtain it by addressing

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A 1,000 ton Taylor Hydraulic Cotton Compress, virtually new and in perfect order. Warranted and guaranteed to do standard work. The best style of press ever built. Capacity 1,300 to 1,400 bales per day. For particulars as to price, terms, etc., address "COMPRESS," care of this paper.

Cotton and Woolen MACHINERY.

50 Crompton Fancy Cotton Looms, nearly new, 36 inch reed space, for 12 Harnesses, 4 boxes at one end, 1 at the other.

My Store Houses here have over 2 ACRES of floorage, which is covered with good machinery, including nearly full systems for Cotton and Woolen Mills.

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Lowell, Mass. Office, 63 Dutton St.

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Or, if desired, will place property in as
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Large Brick Cotton Mill.

Capacity 200 looms. Operative houses. Eight hundred acres of well timbered lands. Four to five thousand bales cotton received near the mill. For further information, address

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Ample Inducements
that **NEW BERNE** is holding out
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FACTORIES WHERE THEY WILL PAY.

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are given to investors at this point.

New Berne at this time is anxious to establish a **COTTON BAGGING FACTORY**. Pine straw is both abundant and cheap, and as a staple for this article is most excellent. The people of this section will take stock in a factory of this kind, and every encouragement will be given investors who will co-operate with them. The bagging for all the cotton raised in fifteen adjoining counties will in itself consume the output of quite a large plant, and New Berne can be made the depot for supplying the demand. This trade guarantees the success of a bagging factory there.

New Berne is now offering **EVERY INDUCEMENT** possible to aid **MANUFACTURING INVESTORS** who will establish enterprises adapted to the natural advantages of this section. Address

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Home capital will join in the establishment and operation of factories.

Come and see, or write to

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A Manufacturing Company, with an established reputation, business of several years' standing and \$75,000 already invested, wishes to add \$50,000 worth of machinery to its plant. It therefore offers for sale 500 shares of

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at par (\$100 each). Ten per cent. per annum will be guaranteed by the company for ten years, and stock will be repurchased by the company at the expiration of ten years if desired. Parties desiring to subscribe should state the amount desired, and send references as to standing, in which case they will be communicated with and satisfactory evidence shown of the reliability of the company. The company is located in a prosperous Southern city and has many advantages.

Address, "PRESIDENT," care *Manufacturers' Record*, Baltimore, Md.

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Soap, Candle & Oil Works, Plant and Business.

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Warehouse, Houses
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REFERENCES:
First National Bank, Anniston, Ala.
W. S. Witham, 635 Broadway, New York.
Correspondence Solicited.

Eastern Lumber Markets.

[Special correspondence MANUFACTURERS' RECORD.]

NEW YORK, May 21, 1889.

The lumber trade has not improved either at wholesale or retail. Business at Albany, Buffalo and Tonawanda is good. A great deal of business has been done and buyers are now awaiting consignments. The same policy of buying only what is needed for present requirements is being pursued. The consumption of lumber has not fallen off, hence dealers feel that demand will show itself in due time. No one here is sacrificing lumber, although a great deal is arriving. News from Albany is to the effect that a good many buyers are in the market looking around. A brisk business is being done at Buffalo in white pine. A great deal of building is going on throughout the State. Rates on dressed pine to New York from Buffalo is \$8; rough \$3.25. Everything is booming at Tonawanda. Lake craft are busy and dealers are over their fears about another drop in prices. A new list for sash, doors and blinds is out and gives general satisfaction. Reports from the interior of Pennsylvania show great activity the late rains having been favorable to logging operations. New England markets are active on a small scale. Yard men buy only as fast as they sell. All through the interior of the New England and Middle States a good steady business is being done in all kinds of lumber. Seaside building is not taking as much lumber as a year ago, but there is compensating demand elsewhere.

Heavy arrivals of yellow and North Carolina pine are reported at all points. Within three weeks 6,000,000 feet have arrived at Boston. There is no over supply in Northern markets visible, but prices are a little off on account of the failure of the combination in the South to exert control over all shippers.

The situation in a nutshell is this: buyers are buying stock as they need it; sellers are following up the market closely, and hence more or less cutting is going on in general.

The white pine wholesalers have control of their own product, and are not underselling to any extent. Stuff for bridge work and heavy construction has been contracted for this week in very large lots. North Carolina pine is selling as fast as we can expect, and prices are not different from what they were two weeks ago. There seems to be a market for all that comes.

The stocks of hardwoods do not have much opportunity to run low. Supplies are under control, and in the main, shippers are satisfied with prices realized.

A good many small manufacturers in both Virginia and Tennessee are writing up to make arrangements to have stuff sold. In some cases they have made arrangements to suit. But these small buyers might do better were they to have some one from their own neighborhood to go for them. A good deal of trouble is occasioned by the shipping in from various sources lumber that runs irregularly. There is a good deal of advantage to be gained by a regular stock, and when a seller becomes familiar with the kind of lumber he is handling he can do better, being able to guarantee, or what is the same thing, to inform customers what sort of stuff he is selling. We have had inquiries of late for oak, both plain and quartered, but this is not because this kind of wood is scarce in this market. The large buyers of quartered oak have an idea that a drop must certainly come in such kind of lumber, and are waiting for it. The only concessions that have been made in quartered oak was where a customer was desirable on account of his large order. The small buyers have not been able to buy at a dollar or dime less than the

rates that have been maintained all along. Quoted rates are not far astray, but a great deal depends upon a number of minor details. Manufacturers can safely ship it and feel that they will find a ready market, although the prices realized will not always come up to those printed. We have had inquiries from some parties manufacturing North Carolina pine. We can say that the undertone of the market is as strong now as it has been at any time since last March, but notwithstanding that fact, we are able to point to a few sales during the past week at something under the quoted rates. Dealers are actuated by various causes to make sales, and some of the recent sales in white pine are of this class. Georgia pine is holding its own, and the supply, although apparently large, is not unwieldy. A good many sales agents have been traveling all through the white pine lumber business, and the success that has attended their efforts is surprising even to the old stagers. People are willing to try yellow pine, or for that matter, any other wood that would answer the purpose just as well. It used to be that no wood could crowd out hemlock or spruce from Pennsylvania; now it is no trouble to crowd outside woods into this market.

A word or two concerning hardwoods. Black ash is selling at \$18 for common. Balusters \$27. The activity in ash is mostly for one inch stuff, which comes at \$66.

The run on ash for the past month has depleted stocks pretty well, but not advanced prices. People who have good ash might as well ship it in, provided they are willing to take the prices we are offering. Small lots of 16 foot lengths have been advanced among the retailers. Some few culls of butternut are selling, but there is nothing much in them. Clear stuff commands good prices. A few people who have been making a specialty of cherry report that they have sold all they had and are now in the market for more. They say that they will not pay any advance. Firsts and seconds are worth about \$25; for 2-inch stuff about \$5 more; culls bring somewhere in the neighborhood of \$18; squares 4x4 are quoted at \$85. We are expecting a good deal of business in chestnut and in cottonwood. Cypress is selling quite well at this season of the year, but it must pass a very rigid inspection. Gum is also in good demand, but this is partly due to the efforts of architects and others who are introducing it. A few retailers are selling some little maple but wholesalers are doing nothing at all in it. We have some little demand for red wood. Rough stuff is worth about \$50. Those who are handling walnut are doing a little more by way of export. The foreign stocks are running down, and the exporters are doing a good business where they can find fair freight rates. The very best walnut is hard to move. But little is wanted at present high prices of \$100 for 8-inch stuff and up. About the only thing that is selling in walnut now is rejects. Since the poplar manufacturers association meeting there has been a good deal of dissatisfaction in Southern lumber circles over the outcome. Without doubt the prices agreed upon will be maintained chiefly because stocks are large and the demand is heavy. People who want poplar next fall are looking around for it now.

Railroad building in this locality is not very active, and hence ties are dull. Yellow pine is reported at \$50 to \$55 for 6x7; 7x9 \$60 to \$65. In the foreign markets stocks of pitch pine are low.

The subject of lumber insurance was very earnestly discussed by the lumber dealers of Chicago on May 9. The next convention will be held at St. Louis or Kansas City. An excursion was suggested into the yellow pine regions of the South to follow the next convention. The

Southern Yellow Pine Association meeting that was held at Montgomery to have more reasonable freight rates granted, we learn, anticipates some concessions at a very early day. There was a good attendance and the harmony of feeling was general. The meeting of the lumber manufacturers at Cincinnati was a most successful one. Price lists were fixed for first and second poplar sap and clear dressed lumber, including siding, flooring and ceiling.

WILL REBUILD MILL—PRESCOTT, ARK., May 16, 1889.—My saw and planing mill were entirely destroyed by fire. Will rebuild at once and buy entirely new machinery: have about \$7,000. L. W. BROWSER.

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Electric Fare Box.
The only perfect light at night. Simplest in construction. Easiest to clean. Registers each fare. Increases earnings. Exposes frauds. The smallest and neatest. Write for catalogue "B."
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FOR SALE.
Thoroughly Equipped Spoke and Handle Factory.

Location excellent. Admirable chance for investment. For information address

J. L. CAMPBELL, Trustee, Liberty, Va.

FOR SALE—1 second-hand Boiler, 23 H. P. 1 second-hand Engine, (used 10 days), 4 H. P., at a bargain. Also 1 Merrill & Soule Corn Cutter. Address J. S. Whiteford, Whiteford, Md.

FOR SALE CHEAP.

One 50 Horse Power Engine and Boiler, and one 30 Horse Power Engine, also two Wire Rod Pointers, all in good order. Address KILMER MFG. CO., NEWBURGH N. Y. manufacturers of wire, bale ties, fencing, etc.

3 New Marine Steel Boilers,

ONE HUNDRED AND FIFTY HORSE-POWER EACH, CAN BE USED TOGETHER IN ONE BATTERY OR SEPARATELY; NOW STORED AT APALACHICOLA, FLA. For terms, address

The FILER & STOWELL COMPANY,
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BOILERS.

41 Second-Hand and 23 New Boilers.
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ENGINES.
At buyers' prices. Address

CASEY BOILER MANUFACTURING CO.
CHATTANOOGA, TENN.

Lowell Steam Boiler Works,
LOWELL, MASS.

Estimates given on New Boilers of every Description. All kinds of **Second-Hand Engines and Boilers.** For sale also, 1 Hunneman and 1 Button

STEAM FIRE ENGINE

in First-Class Condition. To be sold cheap. For Prices, Terms, &c., address as above.

For a Winter Resort Hotel.

Wm. D. Jelks, editor Eufaula Alabama Daily Times, offers for the city, six to ten acres on the Chattahoochee river bluff, 150 feet from the water, with a view of the whole country for miles in three directions; the prettiest hotel site in the prettiest and healthiest town in America; FREE to any company that will erect on it a fine winter resort hotel. Besides this free gift he will engage to raise a large amount of stock in the enterprise taken at home. For further information address him at Eufaula.

For Sale:

PRICE \$15,000.

One saw and planing mill, capacity 20,000 feet per day, one saw mill, capacity 10,000 feet per day, 24 head work oxen, six log carts and wagons, 2,500 acres finest pine land in East Mississippi. Mills nearly new; never been up with orders since commenced running. Reasons for selling—manager has other business to look after. Possession given by 1st July, 1889. Call and examine, or address for terms, W. D. McWILLIAMS, DALEVILLE, MISS.

FOR SALE.

320 Acres of Land,

upon which a WELL DEFINED VEIN OF MANGANESE has been exposed, located four miles from the IRON MOUNTAINS AND DIRECTLY ON THE LINE OF THE MEMPHIS AND INDIAN TERRITORY R. R., now in course of construction.

ROBT. W. WORTHEN,
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FOR SALE CHEAP.

One BEMENT PLANER, 42x42" x17 feet. Two heads on beam with power feeds. One Side Head with hand feed. Beam has vertical automatic feed.

One SELLERS PLANER, 38"x36" x8 feet. Two heads on beam with power feed. One PRATT & WHITNEY PLANER, 20"x20"x5 feet. The above being replaced with Open Side Planers. Address

DETTRICK & HARVEY, Baltimore, Md.

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WANTED—A party with \$25,000, to join me in opening and shipping the largest body of magnetic iron ore in the South. Ore body 120 feet wide, 450 feet above water level; body of ore shows itself for over one mile. Over 8,000,000 tons above water level; within 1½ miles of trunk line railroad. The railroad company will put in side track and run road along side of the bank.

Twenty analyses show from 62 percent to 65 percent metallic iron, with no phosphorus or sulphur, and no titanic acid.

Can be worked on a royalty of 20 cts per ton for five years, or bought low. This ore is in demand at all the steel furnaces in the United States. For information address, T. J. McSPEIDEN, M. E., 1710 W. FRANKLIN ST., Baltimore, Md.

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Second Hand Mac'inery, Good as New. **MACHINERY DEPOT.**

437, 439 and 441 N. Third Street, Philadelphia, Pa. a to 100 h.p. Horizontal and Vertical Engines. a to 80 h.p. Horizontal and Vertical Boilers.

100 h.p. Phoenix Iron Works Engine, cyl. 10x16" x16" Worthington Duplex Steam Pump, cap. 175 gal. 20 h.p. Stokes & Parry Elevator Engine.

15 h.p. New York Safety Engine.

20 Engines, 4 to 15 h.p., Hor and Ver, best makes.

10 h.p. Frick Portable Engine and Boiler.

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145 h.p. Erie, R. T. Boiler, 40x14" com., 5x3" tubes.

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100 h.p. Bright Tubular Boilers, 42x10" x 42x18".

30x12", 2 30x12", 2 30x12", 2 30x12", 2 30x12".

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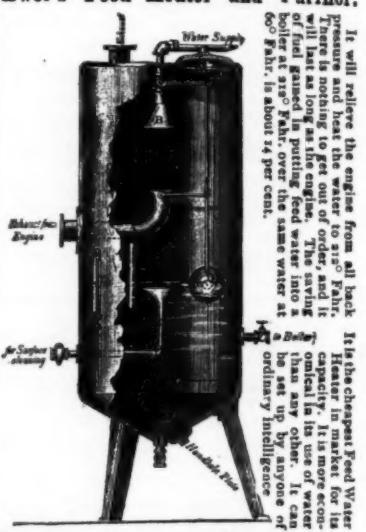
WANTED—Steam users to know that WEBSTER'S "VACUUM" FEED WATER HEATER and PURIFIER is the very best possible advance, as explained in pamphlet, for which address WARREN WEBSTER & CO., 495 N. Third Street, Philadelphia, Pa.



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Ewer's Feed Heater and Purifier.



It is the cheapest Feed Water Heater in market for its capacity. It is more economical in its use of water than any other. It can be set up by anyone of ordinary intelligence.

It will relieve the engine from all back pressure and heat the water to 180° Fahr. There is nothing to get out of order and it will last as long as the engine. The saving of fuel caused in putting feed water into a boiler is about 14 per cent.

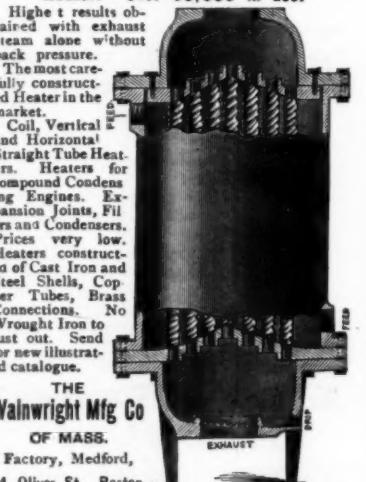
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Mason Regulator Co.
BOSTON.

Barnes' Upright Drill.

The drill shown in the engraving has a 32-inch swing, and combines hand screw feed, power self-feed, quick return and

shaft, and the locking plunger and lever for throwing in and out back gearing exposed to view.

The extreme height of the machine is 8 feet, 2 inches. The drill spindle can be



FIG. 1.—BARNES' UPRIGHT DRILL.

large pulley of cone 11 inches, small pulleys 4½ inches, and will carry 3½ inch belt. The weight of the drill is 2,900 pounds.

Messrs. Thomas K. Carey & Bros., Baltimore, Md., represent the W. F. & John Barnes Co., manufacturers of this drill, and carry a large stock of their drills, (of different sizes) foot-power lathes, scroll saws, mortisers, tenoning machines, formers, &c. The Barnes Co. have lately issued a new catalogue, illustrating some improved styles of their machinery, which may be had on application to Messrs. Carey & Bros., 26 Light street, Baltimore, where the machines can be seen.

for drilling holes in large pieces. By means of the cross traverse of the table and the up and down feed of the head a hole can be located anywhere in a space 27x86 inches on the 48 inch swing machine. The mill is converted into a swing lathe when provided with turning rest, and will then perform all the work of a lathe except screw cutting, which feature can be added if necessary. By means of the cross traverse feed of the table and the power feed connected to it, large pieces can be milled.

The bed of the machine measures 12 feet in length. Both head and tail spin-



FIG. 2

Horizontal Boring, Turning and Milling Machine.

The machine which we herewith illustrate is designed for general use in manufacturing and repair shops. It may be used for boring and drilling, as a turning lathe, and as a milling machine on large work. When used as a boring mill, the large flat table upon which the bolt work facilitates the setting, as it is necessary to consider but one point at a time. When bolted to the table, the crosswise adjustment permits of accurately reaching the desired line horizontally, while up and down adjustment of the head and tail spindles provides for vertical alignment. When, as is frequently the case, the distance required are from planed base and

dies can be adjusted up and down. The latter is moved lengthwise in its box, which is fitted to the sliding frame, and is moved vertically by means of a screw and gears operated from the top of the frame. The frame is moved laterally by rack and pinion connection.

The front spindle runs in two long and large bronze taper take-up boxes, fitted to boxes which are adjustable up and down in the frame, which is stationary.

The spindle passes through a center sleeve, to which the elevating screw is attached; the screw passes through a nut in one of two bevel gears, operated by wrench. The outer end of the spindle is fitted with a large gear, driven from a pinion, upon a cone shaft. Back gears furnish ample power for heavy work. A pulley outside the pinion on the main spindle drives an intermediate shaft, upon which a cone is arranged to drive the gear of the feed screw for operating the apron. Through suitable gearing the carriage is moved laterally and the table crosswise. The carriage is provided with clamps for binding in position when milling is being done. This machine is made by Nicholson & Waterman, Providence, R. I.

THE June number of the *Century Magazine* will contain an appreciative paper by Margaret J. Preston, the Southern poetress, on "General Lee After The War." She says, "nothing could exceed the veneration and love, the trust and absolute loyalty, which people and soldiers alike had manifested towards him throughout the struggle. But it was after the war had closed that the affection of the people seemed more than ever a consecrated one." The writer lived

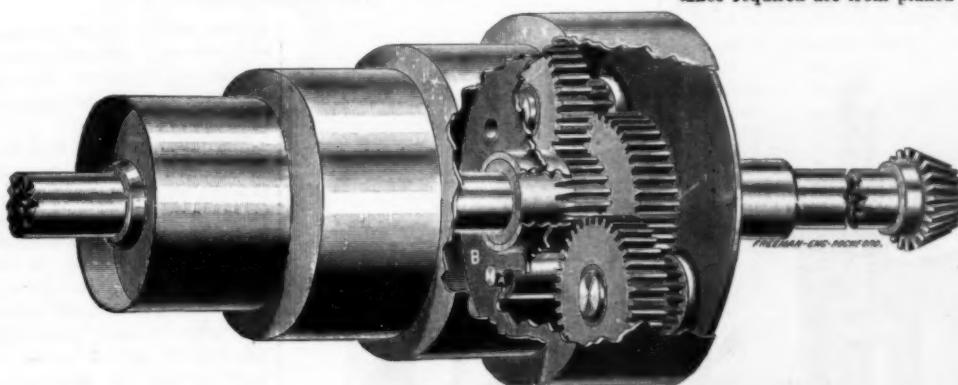


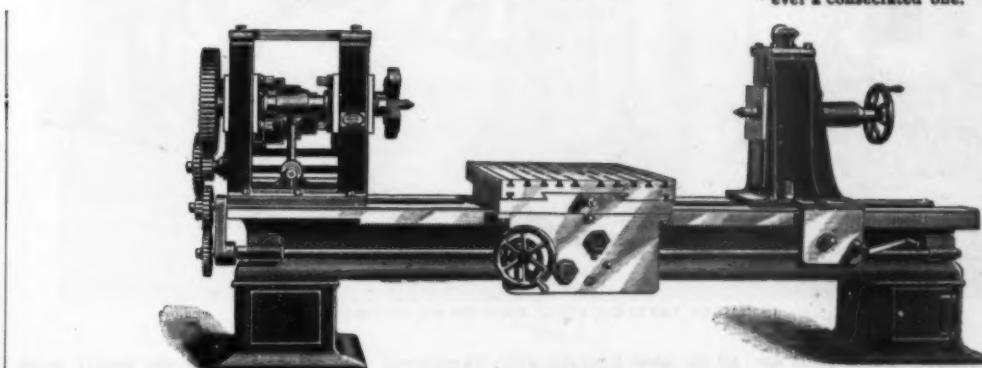
FIG. 3

back gear. This machine is designed with a view of having all the adjusting parts easy of access, and so arranged that the operator can, with the least effort, control its actions.

To stop or start the spindle, to change speed, to engage the stiff feed, to change from fast to slow speed, from hand to self-feed, to raise or lower the sliding head on the column, to raise or lower the platen or to swing it from under the spindle, to throw in or out the back gearing: all are operated instantly by permanently attached devices for these various purposes.

The spindle is fitted with a No. 4 Morse twist drill taper. The sliding head and spindle are counterbalanced, all shafts are of steel, the bearings are extra long, the workmanship first-class in every respect.

Fig. 2 shows the novel arrangement of back gearing inside the cone. Fig. 3 shows the cone pulley withdrawn from the



HORIZONTAL BORING TURNING AND MILLING MACHINE.

raised 60 inches above the base. The travel of the spindle in the sliding head is 14 inches; diameter of fast and loose pulleys, 14 inches, and will carry 4-inch belt;

side, the measurement can be made and fixed before the work is placed on the table. When a drill chuck is substituted for the face plate the machine is adapted

near General Lee from 1865 until his death in 1870, and she relates many interesting and heretofore unpublished anecdotes of his life during that period.

New Veneer Cutting Machine.

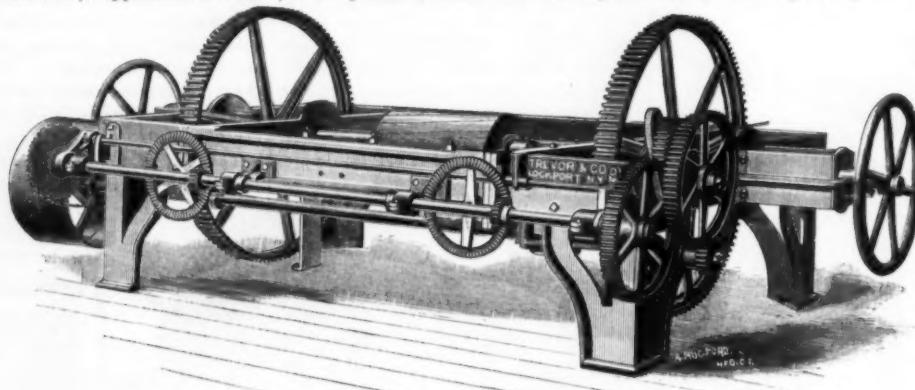
The accompanying cut shows a new veneer cutting machine. It is adapted to heavier work than strictly veneer paring, for it is designed for basket and fruit box work, and has with it appliances for com-

other of these thicknesses may be had. The table carrying the main knife is provided with a quick return arrangement, so it can be moved out for a new log very quickly. This veneer paring machine is built from an entirely new and improved set of patterns, made with the especial

It is strongly braced and planed perfectly true; the openings for spindles are furnished with rings for different sized heads or cutters; hard wood tables furnished if preferred.

The spindles are of a fine quality of steel, turned perfectly true, and are 26

taken up. They are quickly and accurately raised or lowered by the hand-wheels shown on front of machine. The boxes are lined with best quality of Babbitt metal and are self-oiling. Each spindle is furnished with fill-up collars and a pair of 3-inch slotted steel collars with straight bits. Cordesman, Meyer & Co., 171 & 173 West Second street, Cincinnati, O., are the manufacturers.



NEW VENEER CUTTING MACHINE

pleting the stock all cut, or gashed in proper shape, when it falls from the knife. Its operation may be thus described:

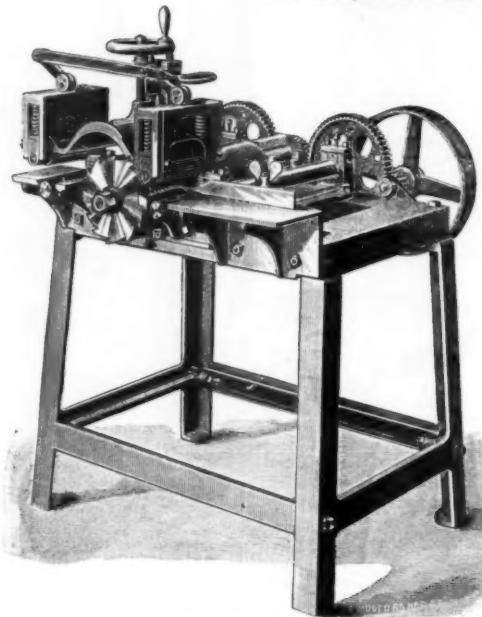
The machine cuts the log into thin sheets, and by means of sharp spurs the sheets are scored for bending at an angle or cut entirely through, and thus brought to any desired width. If desired, several spurs can be used to cut the sheets into several of less width, as desired. By means of a rotary cutter the sheets can be cut crossways into pieces of any desired width and shape, instead of being delivered in sheets and afterward cut up. Thus the machine will deliver the stock cut into strips direct from the log at one operation. This rotary cutter is a roller, having knives set in its surface, running lengthwise, and is placed back of the log, opposite the cutting knife. It revolves against the surface of the log, its knives cutting into the surface the thickness of the sheet being cut, so that the veneer is pared from the rotating log, being already cut into small sheets. This rotary cutter, and also the main knife are mounted on tables, which slide on planed ways and are fed in toward the center of the log at equal speeds by means

view of avoiding the weak points developed by experience, and of getting the strength of the frame in the exact line of strain, so as to avoid twisting or bending, and secure even and smooth cutting. The center of the shafts that carry the log are placed in line with the center of the frame, and drive the log from both ends by means of chucks or centers. These shafts are driven by means of powerful gearing. The frame is so arranged that the pressure arising from crowding the chucks into the ends of the log is resisted without springing the frame and throwing the chuck spindles out of line. The frame is so designed as to be conveniently taken apart so as to ship in sections. It is built to take logs from twelve to sixty inches in length and up to forty inches in diameter.

It is recommended to cut from twenty to sixty thousand linear feet of stuff per day varying with the size of log, degree of speed and thickness of stuff. It is manufactured by Trevor & Co., Lockport, N. Y.

Improved Double Spindle Friezer or Shaper.

This machine is built from entirely new patterns, and has, the manufacturers say,



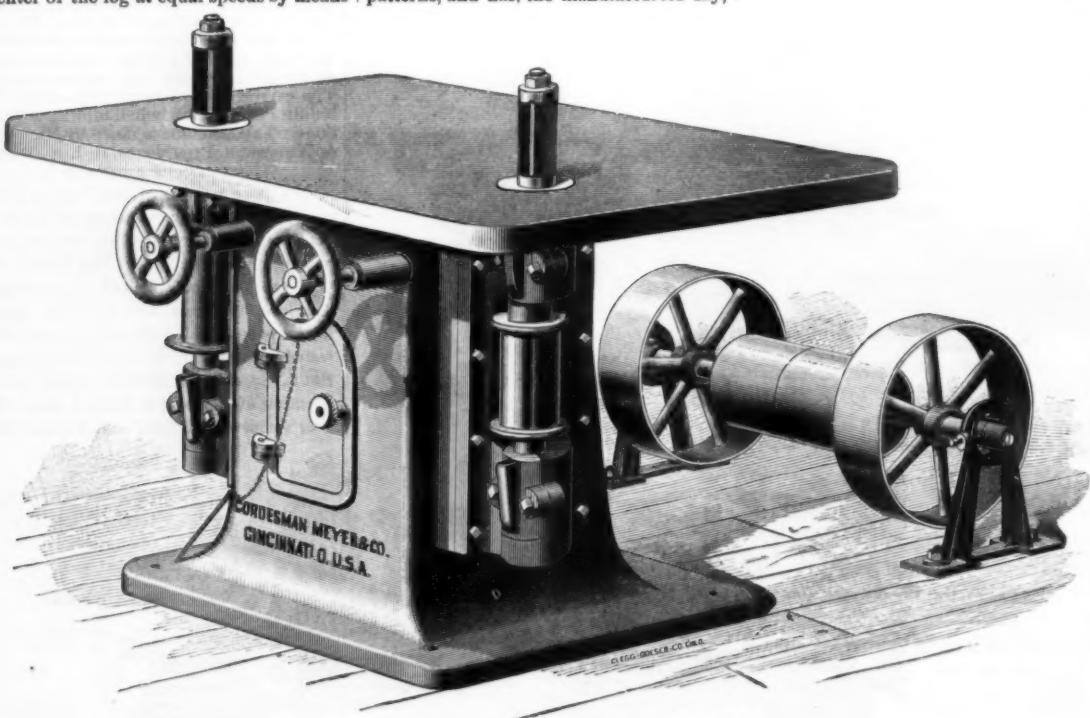
LATH-SAWING MACHINE.

quired, making a great saving, as many slab bolts will cut a good picket, and the balance can be sawed into laths at the same time without hinderance or adjusting the machine.

The saws are easily kept in order. It has the only adjustable finger-board ever attached to a gang mill to prevent the timber from breaking and heating the saws. The feed table is accurately planed and fitted to the frame. It has no wood frame or parts to warp, split or decay.

This machine is made entirely of iron and steel; weighs about 575 pounds; diameter of saws, 7 inches; number of teeth per saw, 12; number of saws, 6; steel feed-rolls, self sharpening and self-adjusting; do not wear smooth like a fluted roller; cuts one picket and the balance of the piece into lath, or can be changed to picket or broom handles separately; capacity of machine, 30,000 to 40,000 per 10 hours.

This machine is forwarded in perfect order, feed-belt and everything complete, nothing remaining to be done but to put on the driving belt and set in motion.



IMPROVED DOUBLE-SPINDLE FRIEZER OR SHAPER.

of gearing and screws. These gears are changed according to the thickness of stock it is desired to cut, there being furnished with the machine a change of gears for cutting any three of the following thicknesses, viz., 1-32, 1-16, $\frac{1}{4}$, 3-16, 5-16, $\frac{3}{8}$ of an inch, and additional gears for any

all the latest improvements; its construction is first-class in every particular, and it is suitable for both light and heavy work.

The frame carrying the working parts is a heavy column with large base, all cast in one piece. The iron table is 87x48 inches

inches apart. They are usually made 1 inch in diameter above the table, but they can be made larger or smaller if desired. The connected boxes carrying spindles are gibbed to sides of frame in such a manner that any wear which may take place after long usage can be instantly

MANAGERS of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises, and needing machinery or supplies of any kind, will find it profitable to consult the advertising columns of the MANUFACTURERS' RECORD. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.

Hardware Specialties.

The accompanying illustrations represent a few leading specialties manufactured by Van Wagoner & Williams, 82 Beekman street, New York.

The spring hinge is one of a large assortment and variety of styles, which



FIG. 1.

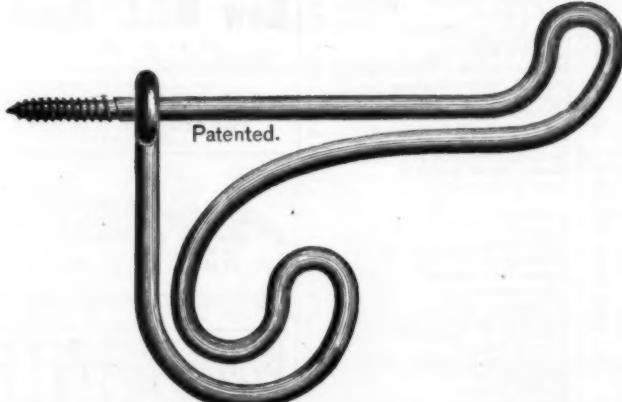


FIG. 2

cover nearly all the uses to which spring hinges may be applied, from a showcase and cabinet to a light or heavy door. These are finished to correspond to any class of work, from the cheaper to more elaborate, being made in plain Japan, or with plated tips. The sizes run from 2 to 18 inches in length. This specialty is manufactured according to the April catalogue this year, under 13 names, in which each style is fully illustrated.



FIG. 3.

Hooks are another specialty, and being made principally of wire—a few as hooks and eyes are from malleable metals—are capable of being wrought in so many novel and useful forms as to present a very interesting feature in this industry. Each kind is indicated by a general name, as ceiling hooks, coat and hat hooks and wardrobe hooks. Under each of these names are many modifications or special

adaptations, which seem to anticipate every want or convenience. These are all illustrated in the catalogue and named so as to be designated at once.

The strength, lightness and cheapness of these articles, with such a range of adaptation to convenience, have made them deservedly popular, and for ordinary use they have displaced the more expensive and clumsy coat hook. They also

built up the small business they then received into its present proportion and the employment now of about 150 men.

Drawbridge on Cambridge Division of West End Street Railway.

In building the overhead line from Boston to Cambridge the Thomson-Houston

derneath the draw from side to side. The accompanying cuts show in detail the method of suspending the overhead conductors. As will be seen from the illustrations there are supported from the trusses by cone insulators two short pieces of iron pipe, to which the main conductor is fastened.

Two frogs are placed at the abutting ends of the trolley wire, which come into

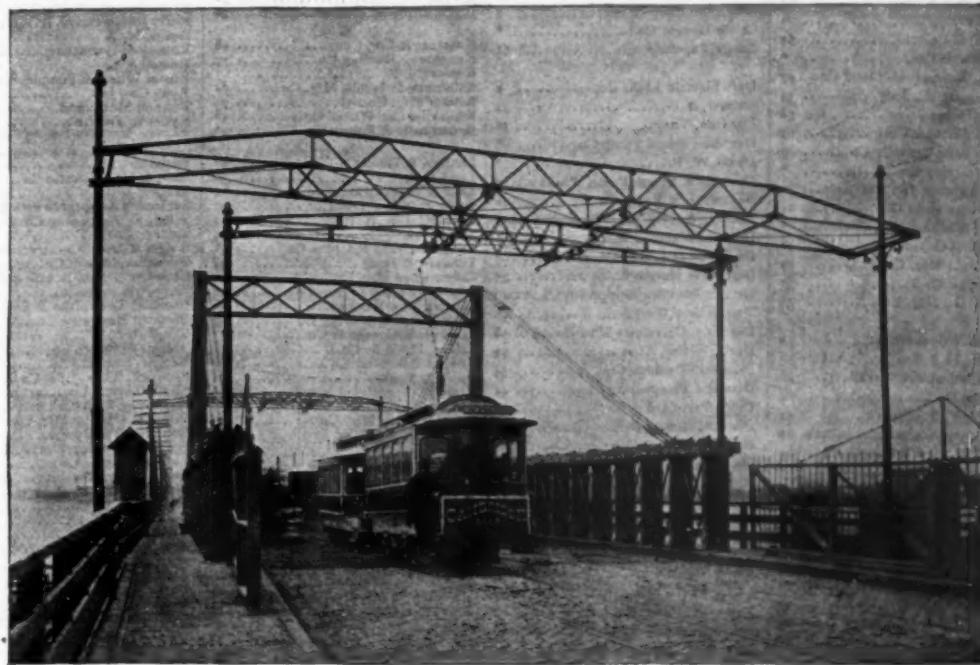


FIG. 1.

Co. was obliged to design some special construction, shown in accompanying cuts.

That the opening of the drawbridge should have no effect upon the operation of the cars on either side of it; that the overhead conductor on it should be supplied with current when the draw was closed, and that there should be no opportunity for the trolley wheel to leave the wire in passing from the conductor on the main bridge to that on the draw, were the conditions of the problem.

The first part of the problem is solved by using an automatic switch. A cable is brought up to the center pier, on which the drawbridge revolves, and is connected to the lower part of the switch. The upper part of the switch is placed upon the revolving part of the bridge and is connected to the overhead wire on the draw

line when the draw swings into place and prevents the trolley from jumping the wire when it passes from the main conductor to that on the draw. Since the road was started the operation of this part of the electrical equipment, as well as that of the remainder of the devices used in the drawbridge and the motor cars themselves, has been of the satisfactory nature, and reflects much credit upon the system in use. It may be mentioned here that out of the first 1,179 trips made by the electric cars but nine trips were lost, and this was simply due to lack of experience of the motor men. Such a record speaks well for the reliability of the Thomson Houston apparatus.

R. M. REAMS, McMinnville, Tenn., wants to engage a practical soap boiler.



FIG. 2.

make wire door pulls, screen and sash lifts, door springs of various patterns and a number of other useful articles, which those interested may ascertain by sending for catalogue. This house succeeded the first in this line of manufacture, and have

itself. When the drawbridge is opened the circuit is broken at the switch, and when it is closed the circuit is again completed, so that current may be supplied to the car for crossing. The main circuit is completed through another cable running un-

derneath the draw from side to side. ADVERTISERS wishing to reach the manufacturers of all classes, mining companies, steel, iron and hardware dealers of the entire South, cannot find a better medium than the MANUFACTURERS' RECORD.

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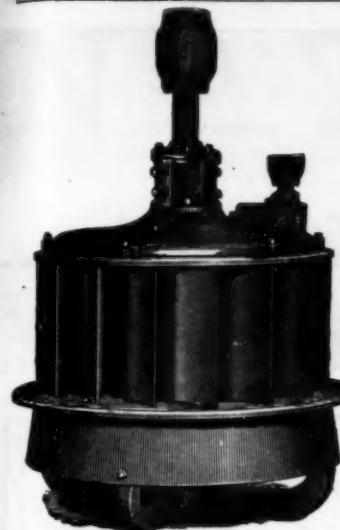
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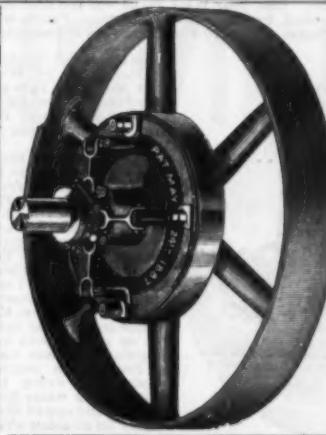
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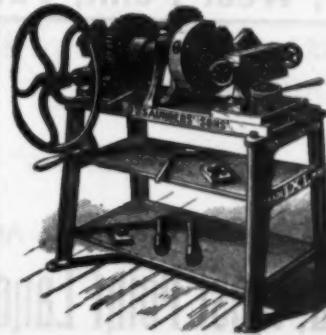
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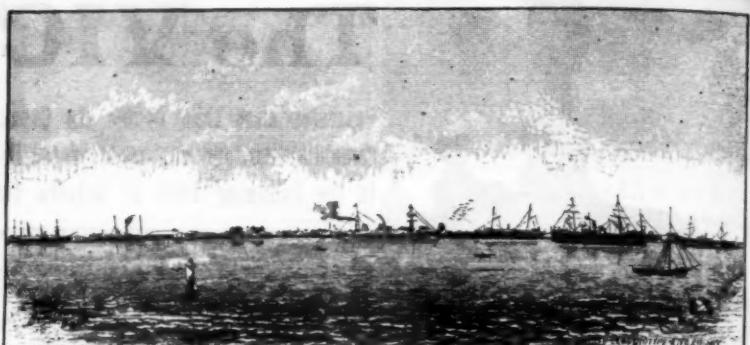
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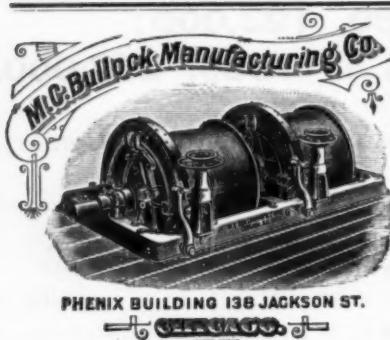
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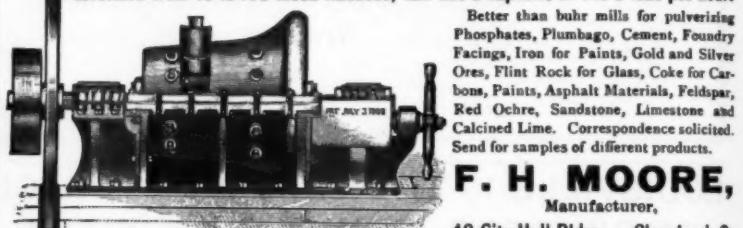
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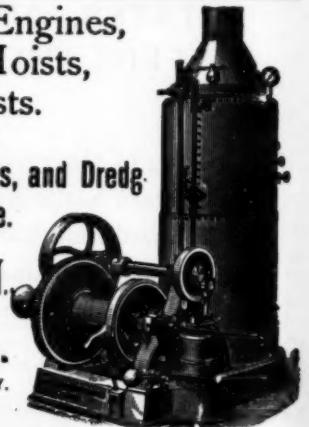
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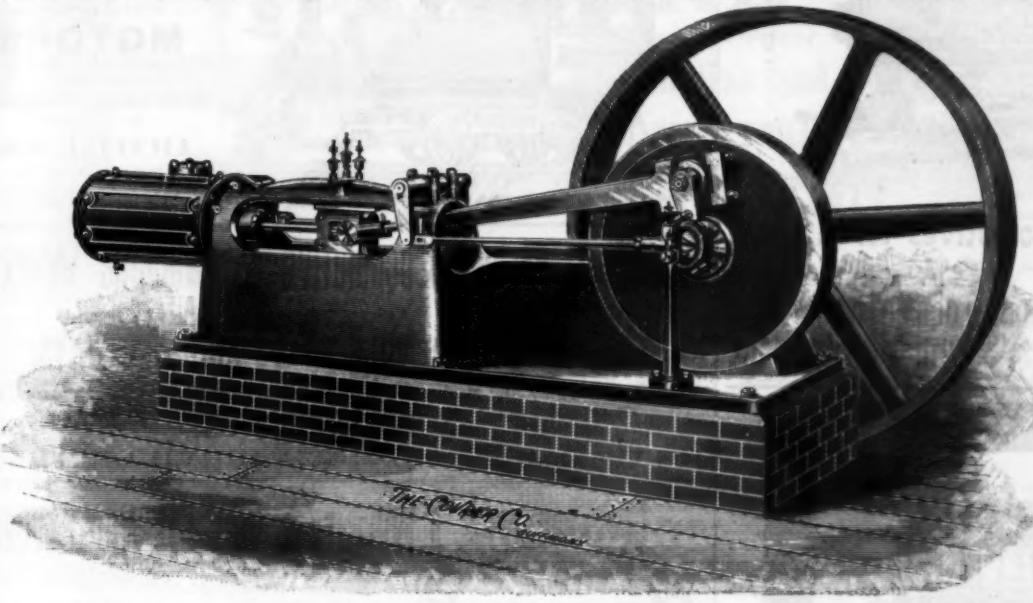


FIG. 1.

speed, and extraordinary steam economy. These qualities are, of course, due to the design and construction of the engine, both of which may be understood in a general way from Figs. 1 and 2, as the reader will at once observe. The engine bed consists of a single casting, to which all the working parts are attached in such a manner as to make the engine self-contained. Care has been taken to have every part proportioned to the strain that will devolve upon it, and the balance of the reciprocating parts is held to be as nearly perfect as in any known type or make of engine. The base of the bedplate being rectangular in shape, with a slight rib around the outer edge, handling is made easy and the running of oil down over the foundation prevented.

The reader will also note the simplicity which characterizes the Rice engine, and the easy accessibility of all its parts.

The valve is balanced for all pressure higher than exhaust, the steam being admitted from the inside and allowed to nearly surround the entire valve. This gives the governor great freedom and prevents the wear and tear of excessive friction on it and the valve. The valve itself is easily operated, when under full pressure of steam, with one hand upon the smooth valve-stem. The relief valve has the form of a steam-tight piston, resting on shoulders even with the valve, and is kept in place by a steel spring at the back. This spring, in case of water or excessive pressure in the cylinder, allows the valve to rise from its seat, thus avoiding a broken cylinder head or general wreck.

The main bearings, this being, as already stated, a self-contained engine, are in one casting, with the overhang at each end nearly balanced and reduced to a minimum by means of offset hubs. It is hardly necessary to point out to a mechanical engineer or an electrician that this self-contained feature saves, as compared with an outside bearing, the expense connected with additional masonry and with extra time and labor in setting, removes the danger of settling foundations, and enables the builders to run, test and adjust every engine before it leaves the shop. As the corrected adjustments are not lost in shipment, it becomes an easy matter for any intelligent man to set and start the engine without calling in an expert.

The governor (Fig. 3) is simple, strong,

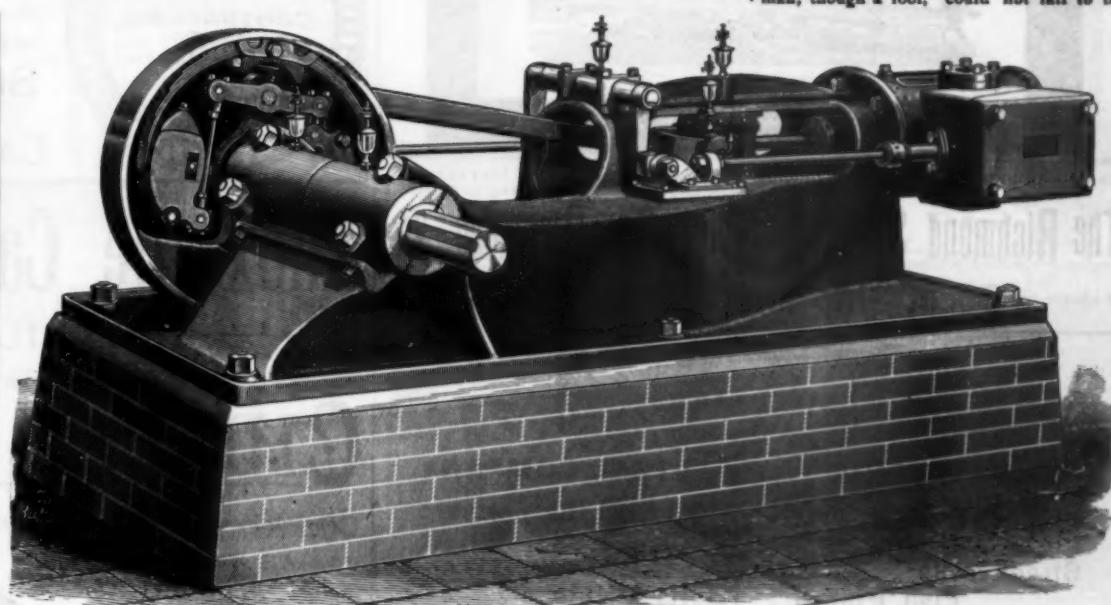


FIG. 2.

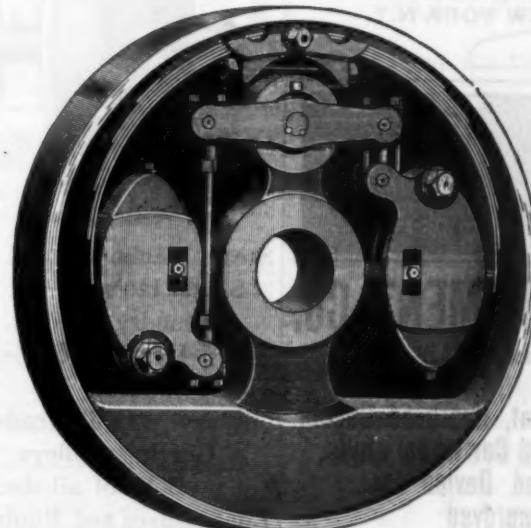


FIG. 3.

the eccentric through the hollow crank pin. Being cast hollow, the balls may, if necessary, be loaded with shot to secure the desired regulation.

Special attention is called to the babbit

would be required, and a steel shaft might be sprung by the pouring of hot metal around it. These babbit liners are used on the main bearing, the cross-head and the crank-pin of the Rice engine, and in

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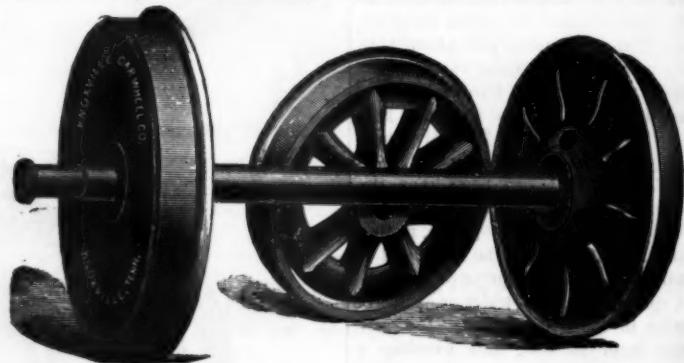
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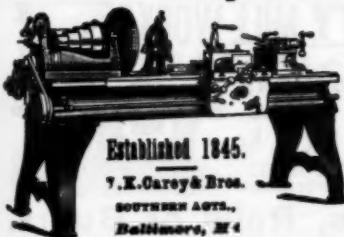


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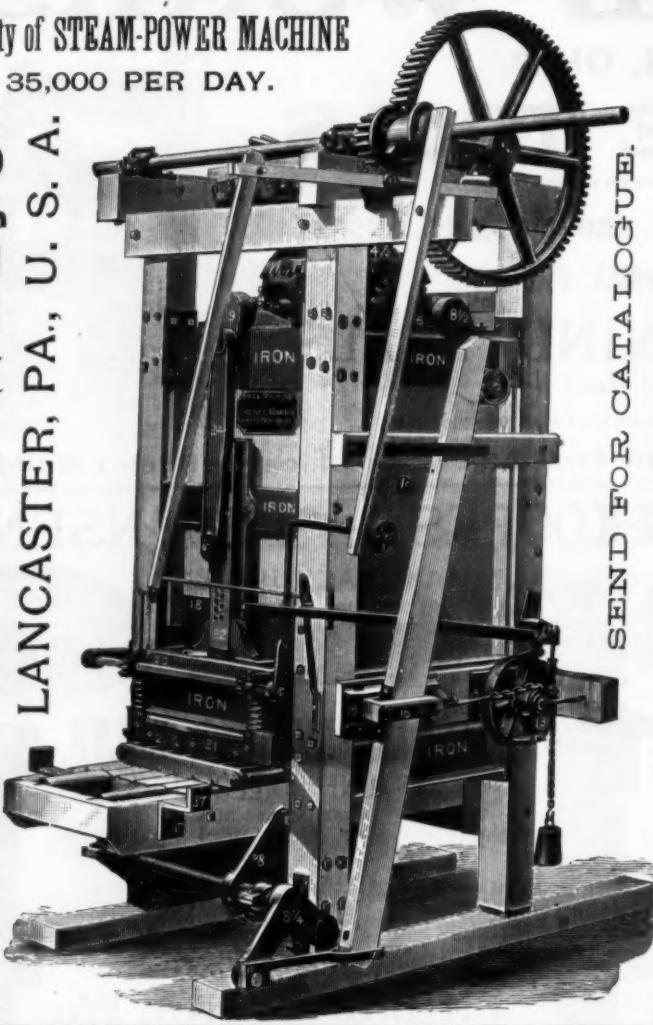
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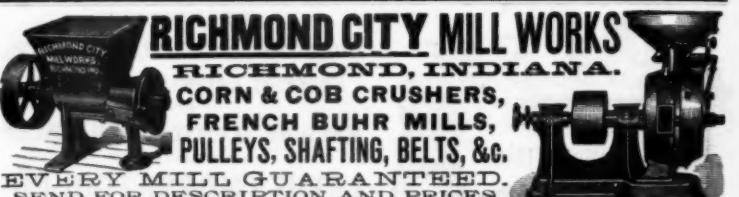
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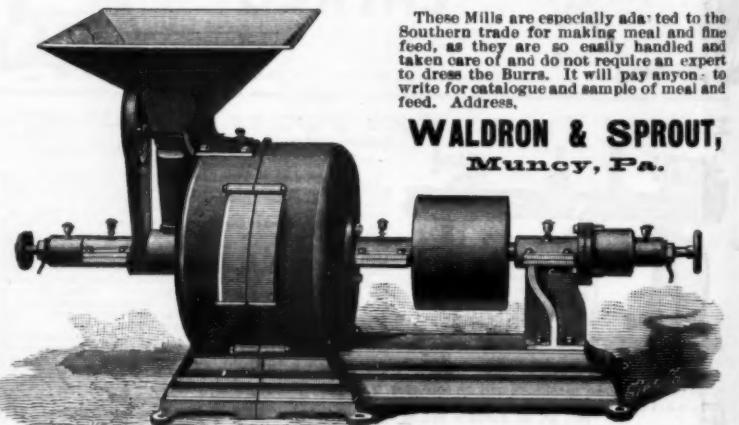
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complete steam plant that they have sold for operating central stations in Birmingham; one $12\frac{1}{2} \times 15$ -inch automatic engine and 60 inches by 16 feet boiler, complete, to the Washington (Pa.) Electric Light & Power Co.; one $10\frac{1}{2} \times 12$ -inch automatic engine and 50 inches by 16-feet boiler, complete, for Piedmont (W. Va.) Electric Light & Power Co.; one $9\frac{1}{2} \times 12$ -inch automatic engine to Edwin G. Klose, Philadelphia, Pa., for electrical service; one $11\frac{1}{2} \times 15$ -inch automatic engine to the Keystone Wall Paper Co., of Philadelphia; one $12\frac{1}{2} \times 15$ -inch automatic engine to the coal department of the Union Pacific Railroad Co., to go to Rock Springs, Wyoming, for operating electric-light plant; one $14\frac{1}{2} \times 18$ inch automatic engine and two 80 horse-power boilers, complete, for Thomson Houston station at Bedford, Pa.; one $12\frac{1}{2} \times 15$ inch automatic engine through their Boston branch office for electric-light service; one $11\frac{1}{2} \times 15$ -inch automatic engine and 72 inches by 16 feet boiler, complete, for Bryan Electric Co., of Bryan, Ohio; one 7x8-inch automatic engine for Steamer "Kate Adams," operating dynamo; one $10\frac{1}{2} \times 12$ and one $12\frac{1}{2} \times 15$ -inch automatic engines and two 56 inches by 16 feet boilers, complete, to Opperman Electric Lamp Manufacturing Co., of Portsmouth, Neb.; one $12\frac{1}{2} \times 15$ inch automatic engine and 60 inches by 16 feet boiler, complete, for Roanoke, Va.

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THE MARKETS.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, May 22, 1889

The iron trade is unsettled by recent rumors of farther reductions in freights. Large buyers are purchasing small lots of all kinds of material. The exceptionally large contracts for crude iron that were so common early in the spring are almost unknown at present. Reductions are being made on lake ore by all roads supplying Eastern Pennsylvania furnaces. The reduction will lessen the friction between the furnace companies and railroads. The effort to maintain prices has been the cause for the feverishness of prices for weeks past. Slight reductions have also been made in Western States, and it is said that farther reductions are under contemplation on crude iron on some Southern roads. This last statement, however, is based upon merely a rumor to that effect. Railroad men, it can be safely said, are more inclined to consider the influence of reductions upon traffic than they have been for years. Prices have gone down in all directions, and they recognize that railroad rates cannot be made an exception to the general rule. Before the 30th of June it will likely occur that several reductions on freight rates will be made on roads East, West and South. By that time consumers will have their minds made up what to do—whether to buy largely or to buy sparingly. The general expectation is that they will pursue the former course. The belief is quite prevalent that prices have reached their lowest possible limit, not only for iron, but in all channels. Trade prophets have been busy for a long time past predicting that prices would go up during the summer. There are now two or three solid reasons for anticipating an improving demand, the best one of which is that the production of material throughout the country is at a minimum point. The capacity of purchasers is as great as ever. Another point in favor of this view is that there is a very large amount of idle capacity in the country. Commercial and financial conditions are all good. Bankruptcy is not threatening any great industry or interest. The conservative feeling which is apparent will be followed by an activity which will be beneficial to all. The railway managers have a very hard fight before them, and investors do not feel that it is the best policy to throw millions into channels where it is uncertain whether profits will result. As soon as the public can see their way clearly through the railway situation a great deal of business now hanging in the balance will drop on the list.

These are the general features of the market. In the crude iron trade prices remain at about \$17, \$16 and \$15 for Northern tidewater markets for No. 1, 2 and forge iron. It might be supposed that at these figures buyers for the summer and fall would rush in, but they do not. Southern irons are not being offered with as much urgency as would be anticipated, and buyers are rather surprised that the Southern makers should manifest so much indifference. The secret of the matter simply is, that the Alabama and Tennessee iron makers are well sold up and are in no need of soliciting the favor of buyers. If they do not sell much iron for the next sixty days they would be well off. By next fall a number of furnaces will be ready to blow in, and some of them are of very large capacity and able to produce iron at the lowest cost yet reached. In Chicago markets there is a slight increase in business in crude iron, due to the belief prevailing there that iron is at last at rock bottom. In St. Louis orders continue scarce, but prices are well held up. In Cincinnati low prices prevail. Some few Southern iron makers are offering iron at exceptionally low rates in that market. At Pittsburgh nothing new has occurred, excepting that a little more activity is observable among small buyers of both

crude and finished iron. At New York only a moderate movement is in progress in iron and steel products. Pig iron buyers are awaiting developments from the South.

The bar mills all over the country are melting a little more iron and making larger sales. The business of the past week has all been on a retail basis. The large buyers are holding off. Car builders are buying very little indeed. Pipe iron makers are purchasing a great deal of material; in fact, the pipe mills throughout the country have begun to take orders rapidly. Boiler makers are doing a great deal of work and nearly all the larger concerns are sold up for the next ninety days. A sudden demand for all kinds of sheet iron, both light and heavy, has set in in mills throughout the West; in fact, some of the largest orders of the season went in during the past week. The demand for galvanized is also active. The nail trade is irregular. Steel and wire nails are in good demand on a basis of \$1.95 for steel nails and \$2.35 for wire at Chicago for large lots. In Philadelphia quotations range from \$1.60 to \$1.90 at mill and the demand is irregular. The nail industry is in a very unsettled condition. The idea now is to make nails where the cost of fuel is lowest. A great many factories built years ago are badly located. The barbed wire manufacturers are doing an excellent business, especially in the West. There is a great deal of fencing being done there. Quotations, \$2.75 for painted and \$4.35 for galvanized. The demand for merchant steel is very good in all markets from Boston to St. Louis. The distribution of agricultural implements and tools of all kinds which calls for merchant steel has been very good for the past four months, and in consequence of that a good many manufacturers are stocking up with merchant steel for the next three or four months. The general situation in plate, tank and structural iron has still farther improved as a result of an accumulation of orders, large and small, for work to be delivered between July 1st and December 1st. Among the large buyers are ship-builders. House and factory builders are also quite large buyers. Some very heavy structural iron orders have been given for work in the New England States. In fact, there is hardly a section of country but what has orders out for larger lots than have ever been offered. The increase in the size of buildings has brought out some very fine orders, indicating on the whole an improvement, although in crude iron there is a complaint of unnecessary competition between makers who are anxious to extend their trade rapidly into new markets. The steel rail situation can be summed up in a very few words. The figures issued a few days ago by the board of control state about what was previously known about the situation. The present allotments are in round figures 1,000,000 tons. The sales are 75 per cent. of this up to May 1st. Shipments so far this year 344,044 tons, against 299,556 tons last year at this date. There are several inquiries on the market, but agents are unable to throw any light upon the probable action of buyers. The effort made to harmonize prices was a dismal failure. A good deal of railway material is being purchased by Southern railway builders, and the South will be in the market this year for small lots to push legitimate work continually. There is no evidence on the surface that there will be much speculative railroad building done this year. Quotations on steel rails range from \$27 to \$28, but there are rumors that \$27 has been and can be shaded largely, though there are no facts upon which to base such a prediction. The anthracite coal miners are once more increasing their output. The production for the week last reported was 750,000 tons. Two or three thousand miners who have been idle for months were put to work. Prices have been shaded all around

The developments in the copper situation

have not been of much interest to consumers. All are looking for a farther drop. A number of American producers will ship only 80 per cent. of their usual amount. It is said that the export quotation for copper will be 12cts. There is a little movement in tin. Two or three companies are being organized to work new tin mines in the United States, and if the anticipations of promoters and projectors are realized, our home sources of tin will in a year or two be considerable. In foreign markets tin plates are in better demand.

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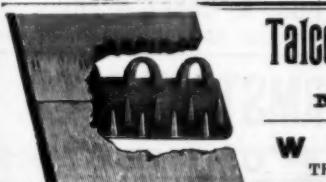
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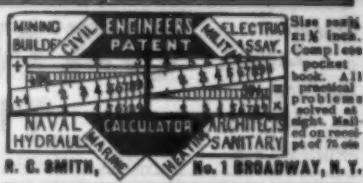
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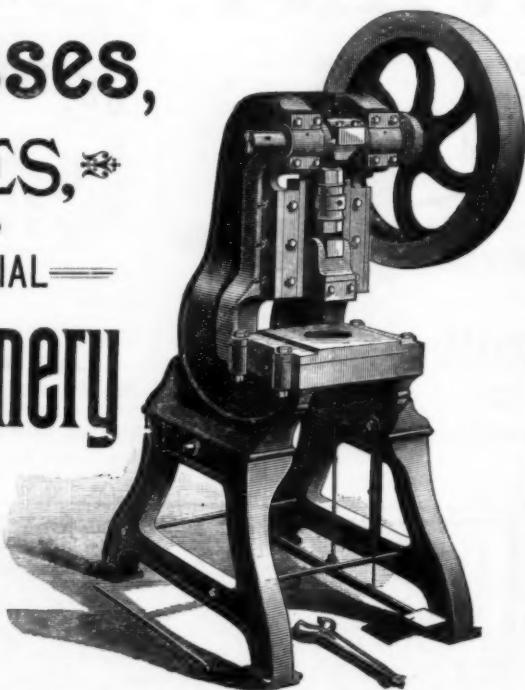
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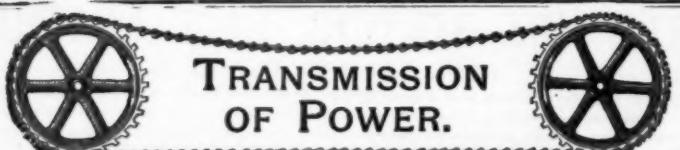
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Sweet & Clark's.	dis 10 500 5

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8 dos 10 50; 6 dos 10 30.	dis 10 500 5
Hercules.	dis 10 500 5

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Blacksmith's Self-Feeding.	each, 7.50, dis 10 500 5
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Brent, Wilson's.	dis 10 500 5
Brent, Miller's Falls.	each, \$3.00, dis 10 500 5

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XXX Post Drill.	dis 10 500 5

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Heller Bros. Horse Rasp.	dis 10 500 5
Nicholson's.	dis 10 500 5

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Upton File Co.	dis 10 500 5

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Knox, 8-Inch.	dis 10 500 5

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Crown, 6-Inch.	dis 10 500 5

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Crown Hand Fluter, Nos. 1, \$15; 2, \$18; 3, \$20.	dis 10 500 5

3, \$30; 4, \$35; 5, \$40.	dis 10 500 5
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Wire, Distanton's.	dis 10 500 5

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Standard new list, March 1.

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Round Head Bright. 35¢
Flat Head Blued (add 5¢ to net). 50¢

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Jappanned Flat Head. 40¢
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Coach, Common or Lag. 25¢
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Machine, Round Head, Iron. 50¢
Beach, Iron. 50¢
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Bench, Wood, Hickory. 50¢
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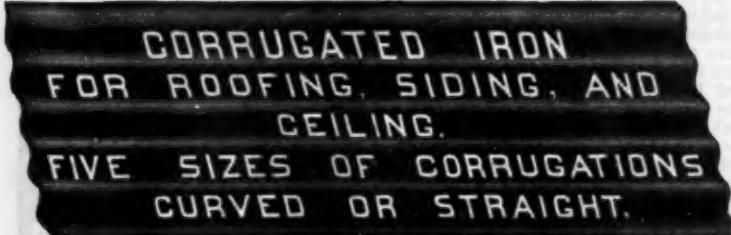
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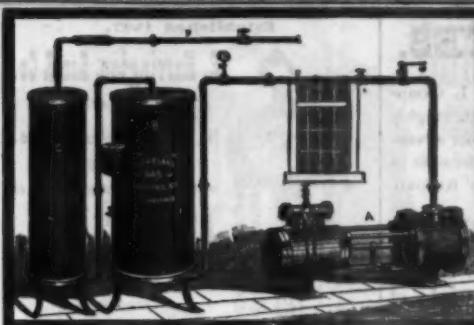
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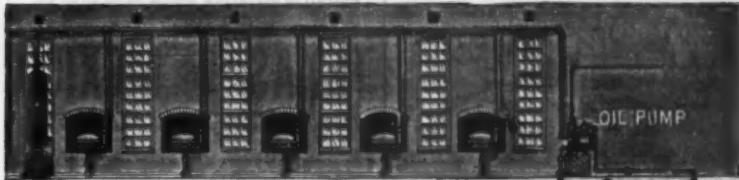
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TRADE NOTES.

A CHANCE FOR INVESTORS.—J. L. Campbell, Liberty, Va., advertises a thoroughly equipped spoke and handle factory advantageously located. See his advertisement in this issue of the MANUFACTURERS' RECORD.

H. H. MANSFIELD, dealer in railroad and contractors' supplies, 36 Pine street, N. Y., has been appointed agent in that city and vicinity for the Frankford Steel Works, of Philadelphia. He also represents the Whitney Car Wheel Works, of Philadelphia.

GOOD OPENINGS.—Attention is called to the card of J. S. Rogers, chairman of the advertising committee of the Chamber of Commerce and Industry, Durham, N. C., who invites correspondence with parties of experience, with or without capital, who are conversant with the management of broom and clothing factories; also canning factories. The latter should have capital.

ONE of the most readable of our trade exchanges is the American Merchant, published at 140 Nassau street, New York. Established eight years ago, it has won its way to profitableness and usefulness. It is independent and always interesting. It is not occupied entirely with the dry details of trade, but deals also with topics that will interest the fireside. It is largely devoted to the interests of the country merchant.

SUMMER SCHEDULE OF THE SHENANDOAH VALLEY RAILROAD, IN EFFECT SUNDAY, MAY 19.—The summer schedule of the Shenandoah Valley Railroad will take effect Sunday, May 19, and a number of important changes will be made. Train No. 2, Northbound, will leave Roanoke at 7.00 A. M. instead of 2.35 A. M., and will pass Natural Bridge at 8.30 A. M., Waynesboro Junction 10.45 A. M., Luray 1.05 P. M., and arrive at Hagerstown 4.15 P. M., where close connection will be made with Cumberland Valley Railroad, arriving at Harrisburg 7.00 P. M., and Philadelphia at 10.55 P. M.; and about June 1 a buffet parlor car will be put on this train between Roanoke and Philadelphia. This train also makes connection at Shenandoah Junction with the Baltimore & Ohio for Washington, arriving at 6.50 P. M. and Baltimore at 8.30 P. M. Train No. 4, Northbound, will leave Roanoke at 1.55 P. M. instead of 12.45 P. M., arriving at Hagerstown 10.45 P. M., Harrisburg 1.00 A. M., Philadelphia 4.25 A. M., and New York at 7.20 A. M., with through Pullman sleeper to New York. This train also makes connection at Shenandoah Junction with the Baltimore & Ohio for Pittsburgh and the West. Train No. 1, Southbound, will leave Philadelphia at 8.50 A. M., Harrisburg 12.25 P. M., Hagerstown 3.00 P. M., Luray 6.10 P. M., Natural Bridge 10.30 P. M., and arrive at Roanoke at 12 o'clock midnight, and will carry a Pullman parlor car from Philadelphia to Roanoke after about June 1. Train No. 3 will run as at present, leaving New York with through sleeper at 8.00 P. M., Philadelphia at 11.20 P. M., and arrive at Roanoke 5.00 P. M. Two new trains will be put on the north end of the road between Hagerstown and Milnes, and will run daily, except Sunday, leaving Milnes at 6.40 A. M., Luray at 7.20 A. M., arrive at Hagerstown 10.45 A. M., and, returning, leave Hagerstown 3.50 P. M., and arrive at Luray 7.40 P. M., and Milnes 8.20 P. M. The Northbound train will make close connection at Shenandoah Junction with the Baltimore & Ohio for Washington, arriving at 11.45 A. M., and Southbound will have close connection, leaving Washington at 3.00 P. M.

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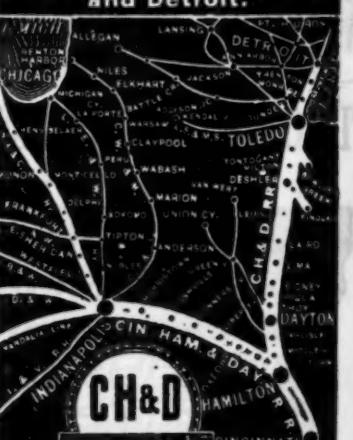
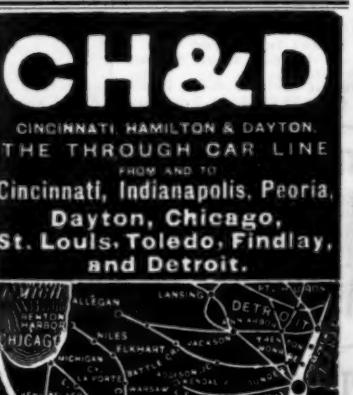
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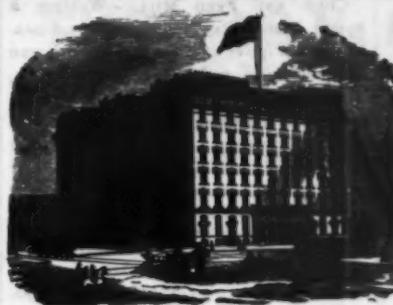
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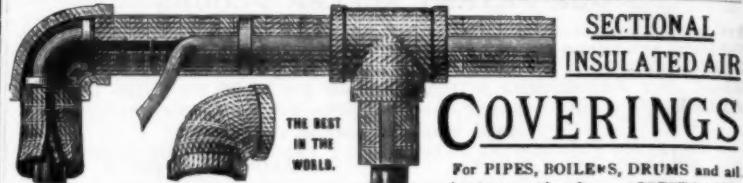
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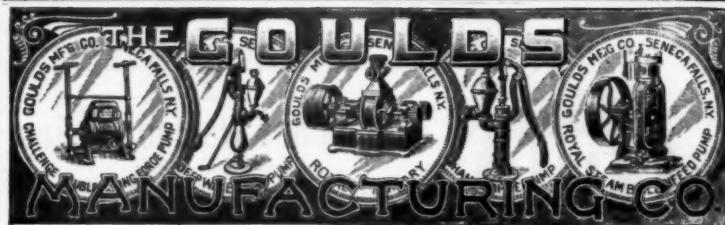
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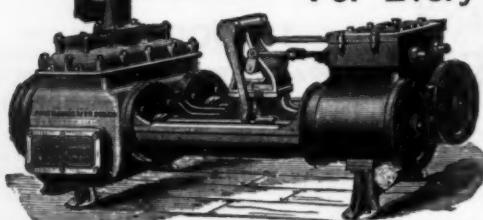
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